

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 8266

十二月六年二二二

TUESDAY, JULY 26, 1910.

二拜禮

號六廿月七年二二二

530 PER ANNUM.
SINGLE COPY 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS—
Sterling \$1,500,000 at 2/6 = \$1,500,000
Silver \$1,500,000 at 1/6 = \$1,500,000
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:
G. Balloch, Esq., Chairman.
Robert Shaw, Esq., Deputy Chairman.
F. H. Armstrong, Esq., S. A. Levy, Esq.,
J. W. Bandow, Esq., F. Lieb, Esq.,
Andrew Forbes, Esq., G. H. Medhurst, Esq.,
Hon. Mr. Henry Keswick, H. A. Shells, Esq.,
G. K. Leemann, Esq., H. A. Shells, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON—BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 3 per Cent per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
N. J. STABB,
Acting Chief Manager,
Hongkong, 19th July, 1910. [10]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE:—LONDON.

PAID-UP CAPITAL \$1,000,000
RESERVE FUND \$1,000,000
RESERVE LIABILITIES OF PROPRIETORS \$1,000,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 3 per Cent. per Annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 per Cent.
" " " 6 " " 3 1/2 " "
" " " 3 " " 3 " "
WM. DICKSON,
Manager,
Hongkong, 26th April, 1910. [11]

YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP—Yen 24,000,000
RESERVE FUNDS—" 10,500,000

Head Office:—YOKOHAMA.

Branches and Agencies:
TOKIO.
Kobe.
OSAKA.
NAGASAKI.
LONDON.
LYONS.
NEW YORK.
SAN FRANCISCO.
HONOLULU.
BOMBAY.
SHANGHAI.
HANKOW.
TIENTSIN.
PEKIN.
NEWHONGKONG.
DALNY.
PORT ARTHUR.
ANTUNG.
LIOWANG.
MUKDEN.
TIE-LING.
CHANG-CHUN.

HONGKONG:—INTEREST ALLOWED.
On Current Account at the rate of 3 per Cent. per Annum on the Daily Balance.
On Fixed deposit:—
For 12 months 4 per Cent. p.a.
" 6 " 3 1/2 " "
" 3 " 3 " "
TAKAO TAKAMICHI,
Manager,
Hongkong, 12th March, 1910. [12]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 7,500,000

HEAD OFFICE:—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin Calcutta Hamburg Hankow
Kobe Peking Singapore Tientsin
Tientsin Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fur Handel und Industrie
Robert Warshawsky & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim Jr. & Co., Koeln.
Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROSENTHAL & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENTS.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

J. KULLMANN,
Acting Manager,
Hongkong, 12th March, 1910. [13]

Banks.

HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 PER CENT. per annum.
(Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.)

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
N. J. STABB,
Acting Chief Manager,
Hongkong, 18th July, 1910. [14]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP—GOLD \$2,500,000
ABOUT MKX \$7,333,333
RESERVE FUND—GOLD \$2,500,000
ABOUT MKX \$7,333,333

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THE LANCET BUILDING, E.C.

LONDON BANKERS:
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 3 per Cent. per Annum on the daily balance and accepts Fixed Deposits at the following rates:—
For 12 months 4 per Cent. per annum.
" 6 " 3 1/2 " "
" 3 " 3 " "
No. 9, Queen's Road Central, Hongkong.
N. S. MARSHALL,
Manager,
Hongkong, 30th April, 1910. [15]

Insurance.

CHINA MUTUAL LIFE INSURANCE CO., LTD.

HEAD OFFICE: SHANGHAI.

DIRECTORS AND OFFICERS:
Alexander McLeod, Esq., Chairman.
C. Stephenson, Esq.,
Lee Yung Su, Esq.,
J. H. McMichael, Esq.,
O. R. Burkill, Esq.,
J. A. Watte, Esq., Managing Director.
A. J. Hughes, Esq., Secretary.
S. B. Nell, Esq., F.I.A., Actuary

A STRONG British Corporation Registered under Hongkong Ordinances and under Life Insurance Companies' Acts, England.

Insurance in Force \$37,855,885.00
Assets 8,415,350.00
Income for Year 5,500,550.00
Insurance Fund 8,216,613.00

LEFFERTS KNOX, Esq., Hongkong, District Manager.
B. W. TAPPE, Esq., Canton, Macao and the Philippines, District Secretary.
ALEXANDRA BUILDING.

O. LAWDER, Esq., Inspector, Hongkong.

ADVISORY BOARD, HONGKONG.
Sir Paul Chater, Kt., C.M.G.
T. F. Hough, Esq.,
O. J. Lafreniz, Esq.,
Hongkong, 26th July, 1910. [16]

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS:
7.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 15 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 2.45 p.m. Every 15 minutes.
2.45 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
NIGHT CARS:
6.45 p.m. and 9 p.m. 6.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS:
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.00 noon. Every 15 minutes.
12.00 noon to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
NIGHT CARS at on Week Days.
SATURDAYS:
Extra cars at 8.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Manager,
Hongkong, 12th March, 1910. [17]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

Will despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	SOMALI Capt. A. G. Cabitt	3 P.M. 26th July	Freight and Passage.
TAKAO, SHANGHAI, PUKOW, HANKOW, TAKU and MOJI	BANCA Capt. Collyer	On 29th July	Freight only.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NUBIA Capt. F. J. Fox	About 29th July	Freight and Passage.
SHANGHAI	DEVANHA Capt. H. Powell	About 4th Aug.	Freight and Passage.
LONDON, &c., via usual Ports	ASSAVE Capt. Owen Jones	Noon 6th Aug.	See Special Advertisement.

For Further Particulars, apply to E. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, 26th July, 1910. [18]

Intimations.

LANE, CRAWFORD & CO.

SPECIAL VALUE



CEYLON FLANNEL PYJAMAS

AND

AERTEX CELLULAR PYJAMAS

\$5.00 per suit.

LANE, CRAWFORD & CO. [19]

Kupper's Pilsener Beer.



The Leading Beer in the Far East.

Tel. 1013
No. 75.

SOLE AGENTS:

CALDBECK, MACGREGOR & CO.

Wine & Spirit Merchants.

Hongkong, 27th June, 1910. [20]

Hotels.

TRY

WEISMANN'S PURE FRESH COFFEE.

Roasted and Ground on our Premises Daily.

1/2-lb. and 1-lb. tins.

Hongkong, 20th July, 1910. [497]

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TRAN TERMINUS "el."

For Terms, &c., apply to the

MANAGER. [498]

Shipping—Steamers.

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON	CANTON TO HONGKONG	HONGKONG TO CANTON	CANTON TO HONGKONG
MONDAY, 26th July. 8.00 A.M. HEUNGSHAN 10.00 P.M. KINSHAM	THURSDAY, 28th July. 8.00 A.M. HEUNGSHAN 10.00 P.M. KINSHAM	FRIDAY, 29th July. 8.00 A.M. HEUNGSHAN 10.00 P.M. KINSHAM	SATURDAY, 30th July. 8.00 A.M. HEUNGSHAN 10.00 P.M. KINSHAM
TUESDAY, 27th July. 8.00 A.M. HEUNGSHAN 10.00 P.M. KINSHAM	WEDNESDAY, 27th July. 8.00 A.M. HEUNGSHAN 10.00 P.M. KINSHAM	SUNDAY, 31st July. 10.00 P.M. KINSHAM	

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each Cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI," 1,165 Tons and "SUI-AN," 1,165 Tons.
Departures from Hongkong to MACAO on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.
Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

EXCURSION TO MACAO.

On SUNDAY, the 31st JULY, 1910.
The Company's Steamship "SUI-AN," will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M. and return from Macao at 5 P.M.
FARES AS USUAL.
By kind permission of Col. Prior and Officers, the Band of the 13th Rajputs under Bandmaster Cook will play during the trip.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. [This steamer connects with the steamer returning from Macao at 5 P.M.]
First class fare by steamer leaving at 1 P.M. and returning with excursion steamer at 5 P.M. 34. Single Fare also 34.
Further Particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI SANG," 457 Tons.
Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUHOW LINE.

S.S. "SAINAM," 458 Tons, and "NANNING," 459 Tons.
One of the above steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuhow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Company's direct steamers "Linian" and "Sui-AN." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD., HOTEL MANSIONS, (FIRST FLOOR), opposite the Blake Pier. [21]

Hotels.

HONGKONG HOTEL

FIRST CLASS AND UP-TO-DATE.

Hongkong, 5th February, 1909.

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold-Baths, Electric Light throughout. Terms moderate. First Class Restaurant for Families and Tourists.

Under Personal Supervision of

L. GAMEAU,

Proprietor.

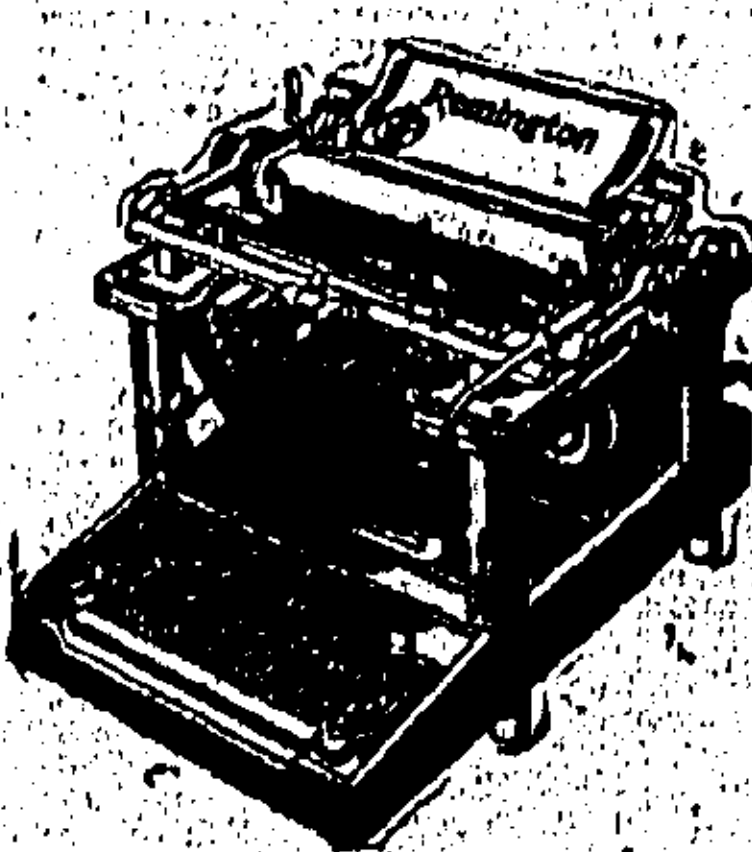
N. BEUMISTHAL,

Manager.

Telephone 122.

Telegrams "Astoria"

and "Astoria" to Hongkong. [22]



THE "REMINGTON" TYPEWRITER

It is not the cheapest when purchased, but it is the cheapest in the long run, as it proves by the fact that the number of Remingtons sold annually is vastly greater than that of any other make.
It has always been and is to-day the recognized leader among writing machines.
It does the best work and keeps doing it for the longest time.
CAUTION.—Beware of skillfully renovated old Remingtons, sometimes put up in new packing, which are on the market just now. They are offered at low prices and are really quite worn out and valueless.

SOLE AGENTS FOR HONGKONG AND CANTON: SUMMERS & CO. (Managing Dept.) [23]

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOREA and YOKOHAMA	"PRINZ LUDWIG"..... Capt. F. v. Baer (T. 18,300)	TUESDAY, 26th July, Midnight.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"LUTZOW"..... (T. 17,300) Capt. W. Bartling.....	THURSDAY, 28th July, 10 A.M.
MANILA, ANGAUR, YAP, NEW- GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR"..... Capt. F. Iscke (T. 6,100)	SATURDAY, 31st Aug., Daylight.

* Fitted with Wireless Telegraphy New System of Telefunken.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 26th July, 1910.

Intimations.

EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUIAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacle for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight,"—free.
LONDON, GALCUTTA, SHANGHAI,
John Street, Esplanade Road, W.C. 59, Bealock Street 166, Nanjing Road.

OSMAN & CASUM,

1 & 3, D'AGUIAR STREET.

JUST UNPACKED

Ladies' Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS
& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a specialty.

TABLE LINENS, SERVIETTES and
HOUSEHOLD LINENS.

Samples on application.

Coast Port Orders carefully
executed
Hongkong, 6th September, 1909.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.

CABINET-MAKERS and ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE

No. 10, DES VOUX ROAD CENTRAL.
The only Shop in Hongkong with this name

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.
Have been patronised by the Hongkong
Club, Hongkong Hotel, Telegraph Co.,
Messrs. A. S. Watson & Co., Messrs. A. S. Watson & Co., and other
leading Establishments in the Colony, to
whom reference can be made as to the
Superior Workmanship and Materials of the
Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as
follows:—

"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the various articles
to our Dispensary and gave us every satisfac-
tion."

(Sd.) A. S. WATSON & Co.,
25th May, 1910.

ORDERS punctually attended to, and
CHARGES most moderate.

AN INSPECTION INVITED.
Open from 10th August, 1910.

VETARZO BRAIN AND NERVE FOOD.

This remarkable compound, the result of the latest developments and achievements of modern chemistry, pharmacology, and therapeutics, is without equal in all cases of defective nerve power, whether induced by worry, over-work, artificial climate, dissipation, excess, youthful imprudence, or other influences incidental to the wear and tear and haste of modern life. It supplies the brain, restores the vitality, and cures the various diseases of the nervous system, such as neuritis, neuralgia, sciatica, lumbago, and all other forms of nerve pain. It also restores the vitality, and cures the various diseases of the nervous system, such as neuritis, neuralgia, sciatica, lumbago, and all other forms of nerve pain. It also restores the vitality, and cures the various diseases of the nervous system, such as neuritis, neuralgia, sciatica, lumbago, and all other forms of nerve pain.

VETARZO BLOOD MEDICINE.

It is the only medicine that cures the various diseases of the blood, such as anaemia, chlorosis, and all other forms of blood deficiency. It also restores the vitality, and cures the various diseases of the nervous system, such as neuritis, neuralgia, sciatica, lumbago, and all other forms of nerve pain. It also restores the vitality, and cures the various diseases of the nervous system, such as neuritis, neuralgia, sciatica, lumbago, and all other forms of nerve pain. It also restores the vitality, and cures the various diseases of the nervous system, such as neuritis, neuralgia, sciatica, lumbago, and all other forms of nerve pain.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK. No. 2 DOCK. No. 3 DOCK.

Docking Length 515 ft.	Docking Length 376 ft.	Docking Length 481 ft.
Width of Entrance ... 80 "	Width of Entrance ... 50 "	Width of Entrance ... 63 "
Water on Blocks 28 "	Water on Blocks ... 26 "	Water on Blocks 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Owners is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always on hand, (plates, angles and tall shafts all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Sootta,

A. I. and Watkins.

Yokohama, April 28th, 1909.



FREE TRIAL.

TRY THE

ROYAL STANDARD TYPEWRITER

(VISIBLE)

Cost \$165 Little, Last Long. Will

Always Give Satisfaction.

PHONE No. 482 and the machine

will be at your office for free trial.

Repair to any Make of

TYPEWRITERS,

GRAMAPHONES,

AND

SEWING MACHINES.

A Specialty. Satisfaction Guaranteed.

MOTOR CARS, BICYCLES and

TYPEWRITERS

FOR HIRE.

DRAGON CYCLE

DEPOT

61, DES VOUX ROAD

Dentistry

Dr. M. H. CHAUN,

DENTAL SURGEON,

33, QUEEN'S ROAD CENTRAL, 1ST FLOOR,

Rooms 2 and 3.

From the University of Pennsylvania, U.S.A.

Telephone 126.

Hongkong, 27th January, 1910.

TSIU TUNG

LATEST METHODS OF DENTISTRY.

STUDIO at No. 14, D'AGUIAR STREET.

REASONABLE FEE.

Consultation Free.

Hongkong, 27th Jan., 1910.

Intimations.

Public Companies.

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of Dollars 1.80 per Share for the six months ending 30th June, 1910, will be payable on FRIDAY, 26th July, on which date Dividend Warrants may be obtained on application at the Co.'s Office. The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 20th, to FRIDAY, 26th July (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary, the Hongkong Land Investment and Agency Co., Ltd.,
General Agents for The West Point Building Co., Ltd.,
Hongkong, 12th July, 1910. [483]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

AN INTERIM DIVIDEND of \$3.50 per Share for the six months ending 30th June, 1910, will be payable on FRIDAY, 26th July, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 20th, to FRIDAY, 26th July (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.
Hongkong, 12th July, 1910. [484]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-EIGHTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Macao, on TUESDAY, the 26th August, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of Directors, and electing Directors and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from the 26th July to 9th August, both days inclusive.

By Order of the Board of Directors,
JOHN ARNOLD,
Acting Secretary.
Hongkong, 12th July 1910. [482]

Auction.

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

Messrs. HUGHES and HOUGH have received instructions to sell by PUBLIC AUCTION, on

FRIDAY, the 26th day of July, 1910, at 3 o'clock in the afternoon, at their Sales Rooms, No. 8, Des Vaux Road Central (corner of Ice House Street), Victoria, Hongkong.

THE FOLLOWING VALUABLE LEASEHOLD PROPERTY

situate at Victoria aforesaid, viz.: ALL THAT PIECE or PARCEL of GROUND situate at Victoria aforesaid registered in the Land Office as THE REMAINING PORTION of INLAND LOT No. 388 Together with the messuages thereon known as Nos. 3, 5, 7, 9, 11, 13, 15 and 17, Cross Street, 27, 29, 31 and 33, Yuen Street, Area 1,550 square feet. Term 999 years from 16th March, 1851. Appraised Crown Rent \$138.00.

The property is more particularly delineated on a plan thereof which can be inspected at the Offices of Messrs. Johnson, Stokes and Master, Solicitors for the Vendor. For further particulars and conditions of sale, apply to Messrs. JOHNSON, STOKES & MASTER, Prince's Buildings, Ice House Street, Solicitors for the Vendor, or to Messrs. HUGHES & HOUGH, the Auctioneers.

Hongkong, 19th July, 1910. [492]

For Sale.

FOR SALE

AT

GRACA & CO.

27, DES VOUX ROAD.

ASIATIC POSTAGE STAMPS

and

VIEW POST CARDS.

Stamps in Sets, Packets, Bags and Single.

Assortment of Stamps and Post Card Albums.

Postage Stamp Catalogues for 1910.

Stock Books, Duplicate Pocket Books, Transparent Envelopes.

Tweezers, Magnifying Glasses, Perforation Ganges.

Novels, Books for parlour and household use.

Toy Books for Children.

Prayer Books, Religious Pictures, Pendants, Medals, Statuettes, Flower Seeds.

Relief Scraps and Scrap Albums.

MANILA CIGAR AND CIGARETTES.

&c. &c. &c.

Inspection invited.

Hongkong, 12th January, 1910. [158]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 57 1/2 lbs. net \$5.50 per Cask.

ex Factory.

In Bags of 50 lbs. net \$3.45 per Bag.

ex Factory.

SHEWAN TOMES & CO., General Managers.

Hongkong, 11th August, 1910. [48]

WEATHER FORECAST AND STORM WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.

Signal

1. A CONE point upwards Indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and DRUM below Indicates a Typhoon to the North-East of the Colony.

3. A DRUM Indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and DRUM below Indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards Indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and BALL below Indicates a Typhoon to the South-West of the Colony.

7. A BALL Indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and BALL below Indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour:

Gap Rock, Aberdeen.

Waglan, Sai Ki Wan.

Stanley, Sai Kung.

Cape Collinson, She Tai Koh.

Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the H.M.S. Tamar.

F. C. YEE, Director.

Hongkong, 11th August, 1910.

Intimations.

Powell's
Alexandra
Buildings.ARE
PRODUCERS
OFTHE MOST
UP-TO-DATETIME AND
LABOUR-SAVING

DEVICES.

IN
MODERN
OFFICE
FITTING.FILING
CABINETS.With nests of
drawers

SUITABLE FOR

Every Description

of

NUMERICAL

and

ALPHABETICAL

FILING.

DESKS,

CHAIRS,

TABLES,

BOOKCASES,

CUPBOARDS, &c.

PARTICULARS ON APPLICATION.

WM. POWELL,
LTD.
HONGKONG.

Toerangie Estate.

HONGKONG RESIDENTS'
IMPRESSIONS.PROPERTY VISITED BY MESSRS. DENISON
AND WILKINSON.

We have been continually favoured with permission to publish the following impressions gathered by Mr. A. Denison and Mr. C. D. Wilkinson of the Toerangie Estate in Sumatra after visiting other Estates in the F. M. S. and Sumatra.

Preparatory to visiting the Toerangie Estate we decided to travel through the Federated Malay States, with the object of there learning all that we could concerning land suitable for rubber plantations, and the method of cultivating rubber trees. It is unnecessary here to relate in detail our experiences in that country. Suffice it to say that, after visiting several well-known and well-managed estates—namely Pataing (in Selangor) and Jebong (in Perak), and after conversing with the managers of these estates—who showed themselves ready to give us all the information they possessed on the subject—we arrived at the following conclusions:

(1) That it is necessary for the proper cultivation of the rubber tree that the ground upon which it is grown should be well drained and yet well watered, and should have a considerable depth of soil for the tap root to penetrate vertically.

(2) That the best land for growing rubber trees is that which is undulating and drains itself naturally.

(3) That the planting of "cane crops" of any kind amongst young rubber trees in the Federated Malay States, nearly prejudices and retards the growth of the trees—for that, although the principal root (the tap root) of the rubber tree is, once it grows down vertically into the ground, the roots by means of which the tree mainly obtains its nourishment are those which branch out horizontally near the surface.

(4) That, as a rule, rubber trees planted in ground which has for some time previously been under cultivation do not flourish, in consequence of the fact that much of the goodness of the soil has already been extracted from it.

(5) That a rubber tree improves in growth the more it is tapped—if tapped carefully; and that it may be tapped to its own advantage, at an early age, so long as they are tapped, with such care as not to injure the trees themselves by cutting too deeply, and so injuring or exposing the cambium.

(6) That several rubber plantations already opened up will prove valueless, either in consequence of the fact that the trees are planted in low lying and swampy ground, or in consequence of the fact that they are planted on very steep hill-sides.

(7) That even some of the present well-paying estates are not unlikely to hereafter become of little value owing to the situation and condition of the land.

In several estates, we have reason to believe trees have fallen or have been blown down, doubtless owing to the fact that the ground upon which they were planted is too low lying, and the tap roots have penetrated into too moist soil.

With these impressions fixed in our minds we proceeded by steamer from Penang to Bolawan, the port of Deli, arriving at Medan on the 10th June. Mr. W. Percy Pinckney met us at Medan Railway Station, and took us to his residence at Paya Djambou, a distance of nearly 30 miles from Medan.

At Paya Djambou we inspected a considerable area of the United Langkat Company's plantation, part of which is planted up with Para rubber trees alone, on old tobacco land; and the greater part with tobacco. The whole of the Paya Djambou estate was originally under the management of Mr. Pinckney, who, himself, superintended the planting of the rubber trees. The estate having, however, been acquired by the United Langkat Company, and that Company having decided to place the management of their rubber plantations, both at Paya Djambou and at an older estate, (some 7 miles distant) in the hands of one manager, Mr. Gordon, leaving their tobacco plantations to be separately managed, Mr. Pinckney ceased to have control of the Paya Djambou rubber estate.

We were greatly impressed with the size and appearance of the rubber trees planted by Mr. Pinckney, which were undoubtedly "vastly superior" to those of a similar age in well kept plantations in the Federated Malay States.

Particularly were we impressed with the superiority in size and general appearance of such of the trees as had grown from seed sown in the ground—known as seed "sown at stake." We were further greatly impressed with the apparent extraordinary richness of the soil, and with the size and strength of the tobacco plants in the fields immediately adjoining the rubber plantation. Mr. Pinckney assured us that the soil of the Toerangie land was at least equally as good.

On another day we visited the older rubber plantation of the United Langkat Company, the manager of that plantation accompanying us. There we were astonished to find a great number of trees which had never been tapped, but which were of such a size that they could well have been tapped at any rate a year ago. Some of the trees we saw there, although under 5 years old, measured from 25 to 30 inches in circumference 3 feet from the ground. These measurements we ourselves took.

The plantation on the whole appeared to be exceedingly well kept and to be in a far more flourishing condition than any rubber plantations of older trees which we had yet seen.

As already stated, we had formed the conclusions, while in the Federated Malay States, that the only satisfactory ground in which to plant rubber was in virgin soil—ground from which the virgin jungle had been cleared; and that ground which had previously been cultivated, and from which much of the goodness had therefore been extracted, was unsuitable. We had also become firmly convinced that the growing of cane crops of any kind

with young rubber trees would be very injurious to the latter. Mr. Pinckney, however, being thoroughly well acquainted with the nature of the soil in Sumatra, was desirous that, before we formed any definite opinion as regards the cultivation of the Toerangie estate, we should see other plantations in Sumatra. He therefore arranged for us to visit a large estate at Tobing Tinggi and another at Tarjong Kasau. There we proceeded on the 17th June.

Prior to visiting those estates we visited an estate acquired by Mr. Pinckney himself at Soengoi Rampah. Some 700 or 800 acres of his estate had been completely cleared of jungle and planted up with rubber trees. The plantation appeared to be in excellent order, and the trees to be all strong and healthy—much larger in size than trees of a similar age in plantations in the Federated Malay States. The condition of the estate satisfied us that Mr. Pinckney fully understood the correct method of planting, and the cultivation of the rubber tree, and that we might be safely guided by his advice in regard to the opening up of Toerangie.

At Tobing Tinggi we found a very large area covered with young rubber trees, all apparently in an extremely healthy condition, interspersed with Robusta coffee trees, looking equally healthy. The Manager of this plantation, who accompanied us over a fair portion of the estate, expressed his opinion that the soil there was of such a quality that so far from the coffee bushes being detrimental to the young rubber, their existence might even prove beneficial. At the other estate at Tarjong Kasau we had the same experience. This estate we found to be exceedingly well laid out, with excellent roads running through the various portions of it, over which roads we were able to proceed in a motor car. The greater portion, if not the whole, of this estate had been planted up with both rubber and Robusta coffee in rows—2 of coffee, 1 of rubber, then 1 of coffee and 1 of rubber. All the trees appeared to be particularly healthy—both rubber and coffee.

On both these estates a practice had been made of allowing a certain weed of a red tint, known as the red weed, to grow freely in between the young rubber trees. This weed, the managers stated, extracted very little nourishment out of the soil, none of its roots being more than about an inch below the surface, while it prevented the growth of lalang and other weeds which would be prejudicial to the rubber trees. They were of opinion that the growth of this red weed should be rather encouraged than prevented in young rubber plantations.

We left these estates impressed with the idea that it by no means followed that what was unsuitable for rubber plantations in the Federated Malay States was also unsuitable for plantations in Sumatra; and, after hearing what Mr. Pinckney and the managers of other plantations, said on the subject, we came round completely to Mr. Pinckney's views as to the method of procedure on the Toerangie estate.

Mr. Pinckney having made the necessary arrangements for our visit to Toerangie, we left his house at Paya Djambou in the early morning of the 23rd June. Mr. Pinckney and Mr. Wilkinson drove in one buggy followed by Mr. Denison and Mr. Gray (visiting agent) in another. More than 2,000 of the journey lay along excellent roads made by the Dutch Government, but after passing near to Kwalla (where there is a railway station about 8 miles from Toerangie) the road became very rough and heavy until the river was reached, on the other side of which lay the Toerangie estate. The river at this part is about 60 feet broad, and the depth of the ford at ordinary times about 3 feet. No difficulty whatever is apparently experienced in driving bullock carts across, and no difficulty was found in getting safely, and easily across.

On the other side of the river the road improved, and we then drove along it, entering almost immediately that part of the Toerangie estate which was acquired by Mr. Neil for the purpose of making there a rubber plantation. A nursery of rubber trees had been sown by Mr. Neil a few years ago by the side of the road along which we drove, and further on a fair number of young trees had also been planted by him, but all these had evidently been utterly neglected from the time when they were first planted, with the result that lalang had grown thickly all over the ground, and had choked the growth of the trees. Nevertheless the trees in the nursery had grown to a very fair thickness, and stood pressing against each other in a thick clump.

Unquestionably the ground there, we thought, was well suitable for rubber. After proceeding for about half a mile, almost parallel to the river, our road turned to the right up a fairly steep hill, the top of which is perhaps 140 feet above the river. On reaching this we observed an enormous plateau, gently undulating, and mostly covered with virgin jungle although a large portion near to us was principally covered with lalang, and was evidently part of an old tobacco estate. After driving on about half a mile, further we reached a well defined boundary line, dividing our estate from that acquired by Mr. Neil. Then we saw, a little distance before us, the frame work of wooden buildings in course of construction, and we came up to a young Dutchman who had been employed by Mr. Pinckney as an assistant on the estate. The road, upon which we then were, continued straight ahead through young jungle which covered land previously forming part of a tobacco estate. The road also had a turning to the right, past the buildings in course of erection which we found were the new coolie "lines" for our Chinese labourers. Passing these, we drove a few hundred yards farther, down a short hill, over a bridge across a clear stream, to where there were being rapidly constructed (on ground which had been cleared of jungle for a considerable space around) nurseries for coffee, and rubber, seedlings. Driving on, we passed through an undisturbed bit of thick virgin jungle, and then entered a large area of some 700 acres of land, the jungle on which had been felled. Near the middle of this area

a temporary wooden residence for the manager, and his assistant had been erected. Further on, a long row of wooden buildings had been put up, which were occupied principally by the Malay labourers on the estate, and at the rear and there stood a store, which appeared to be well stocked with provisions of all kinds.

We were met by Mr. Thomson, the manager, who conducted us into his temporary residence where we all partook of an excellent dinner. A little later in the day Mr. Pinckney and Mr. Gray, after discussing matters with Mr. Thomson, departed, leaving us to remain and to inspect what we could of the estate.

That same evening, after visiting the nearest native Kampung, the inhabitants of which were most civil to us, we walked some distance along the road which passed through the N. W. boundary of the estate. The distance to that boundary was far too great for us to proceed the whole of the way, but we were able to see a sufficient distance to cause us to be well satisfied with the nature of the land.

Early in the following morning we drove with Mr. Thomson, in the dog-cart which Mr. Pinckney left us, back along the road past the new coolie lines, turned to the right through the young jungle, for about 4 miles, to the S.E. boundary of the estate. This boundary is marked by a stone placed in a large plain of lalang upon which many years ago tobacco was stated to have been successfully grown.

The idea of Mr. Pinckney and of Mr. Thomson is to clear the whole of this young jungle and lalang, the clearing of which can be done easily and rapidly, and to plant there tobacco, the cultivation of which they estimate will realise a considerable profit. After the crop of tobacco is taken, the stalks of the plant can be easily pulled up and burnt, and it is then proposed that the whole of the land so cleared should be planted with rubber trees. As already stated, it has been proved beyond doubt that, in that part of Sumatra, rubber trees will grow perfectly in land from which a crop of tobacco has been taken, and will grow equally well as they would in virgin soil. In fact in one place we observed rubber trees growing well amidst tall tobacco plants; and it may possibly be considered advantageous to plant rubber seedlings amongst the tobacco plants instead of waiting until the tobacco crop has been obtained.

This Company is floated mainly as a rubber company, and doubtless the majority of the shareholders have the same idea, as we ourselves originally had—that the one thing to be considered is the planting of rubber, and that nothing should be allowed to take place which will prevent the speediest possible production of rubber. But although we have the greatest faith in the future of rubber (which we firmly believe will always be a highly paying marketable commodity) after what we have seen and heard in Sumatra, we have an equally strong belief in the certainty that the cultivation of tobacco, there, will reap a high profit more especially as the quantity of tobacco produced will shortly be increased in consequence of the conversion of tobacco lands into rubber plantations. Moreover, very little time will be lost if the scheme be carried out of planting tobacco, and if immediately after the crop is gathered in, rubber is planted. The result of planting tobacco will not only be a profit to the Company earned within a year, but will also be that the land will be well cleared for the planting of rubber, and will in no way be deteriorated.

Another, and most important, matter to be considered is the question of skilled labour for the collection of latex from the rubber trees. We have observed in more than one well-known and thoroughly well managed rubber plantation that double the quantity of latex could be produced if sufficient skilled labour for the purpose were obtainable. Many trees were which could, and which ought to, have been tapped, but were left untouched because, we were told, there were not enough skilled men employed on the estate to tap them.

An estate may consist of 8,000 acres of trees all in bearing, but if there are only skilled men enough to tap 1,000 acres the remaining 7,000 are useless for the time being.

What is proposed to be done with regard to the Toerangie estate is to plant up as soon as possible—that is to say in November next—some 700 or 800 acres with rubber trees. So soon as those come into bearing a number of persons will be taught the right method of tapping. They will teach others, and when another 1,000 acres (previously planted with tobacco) come into bearing there will be enough skilled persons to tap the whole 2,000 acres.

In the 700 acres which it is proposed to plant with rubber trees this year it is also proposed to plant Robusta coffee trees. These it is believed will be in full bearing within 2 years (a very large crop being obtainable in the 3rd year), and will realise a considerable profit thereafter, until it is necessary to uproot them in consequence of the growth of the rubber trees adjoining, resulting in their shading out the light required by the coffee trees.

A Robusta coffee tree, or rather bush, (as its name would seem to imply) a very hardy shrub. Unlike the Liberica coffee tree, which grows to a height of 30 or 40 feet before bearing, it seldom exceeds 3 feet in height before it comes into flower and bearing, (although, if allowed to do so, it will continue to grow to a considerable height) and is much outpaced in growth by a rubber tree which, as already stated, in no way prejudicially affected by the mere fact of Robusta trees growing in its vicinity.

The possibility must, however, not be lost sight of that the Robusta coffee trees may get affected by a disease which would spread to the rubber trees. But the danger of this seems to be very slight, and is considered to be very insignificant by the planters in Sumatra. A careful watch would nevertheless be kept by our manager in the immediate neighbourhood of those residence the first rubber plantation will be situated.

To return to our experiences on the Toerangie estate we should mention that we were very agreeably surprised at the rapidity with which the work progressed while we were there, in less than 3 days after our arrival the coolie

lines were rooled and practically completed, although the framework alone was up when we arrived. So also with regard to the permanent residence of the chief assistant. Where, when we arrived, there was bare ground; when we left, the whole framework of the house had been erected. And in two hours of the morning we left Chinese labourers, who had arrived only the day before, had turned over a considerable portion of the cleared ground in which it was intended to plant rubber trees.

The estate is bounded on the West by a river which we ascertained is navigable all the way from the sea to the estate. As already stated, there is a railway from Bolawan (the port of Deli) to Kwalla, which is only about 8 miles to the East of the estate, and the road which has been described as rough and heavy will, we have been assured by the Dutch Comptroller of the district, shortly be made equally as good as the Government roads in other parts of Sumatra. No difficulty whatever will therefore be experienced in conveying produce from the estate.

The rainfall in the district of Toerangie is, we understand, very regular. The rain falling principally in the evening, as it did when we were there. To the East of the estate, some distance from the river on that side, there is a range of well-wooded hills or mountains, which doubtless assist in attracting the rain clouds. We are fully satisfied that the whole estate is both well watered, and naturally well drained, and that it would be extremely difficult to discover any such area of land better suited than this estate for the purposes of this Company. Our opinion in this respect was endorsed by every person in Sumatra acquainted with the property, with whom we conversed—and they were many.

The title of the Company to the land was completed just before we left Sumatra. In the ordinary course of events this completion would have been much longer delayed; but, owing to the extremely energetic conduct of Mr. Pinckney, and to the courtesy of the Dutch Comptroller, we were enabled to obtain, and bring away with us, the title deeds which secure us in our possession of the estate.

As regards the planting of rubber on the estate it is proposed to sow at stake as many as possible of the seeds after it is found that they have properly germinated in seed boxes. But as a portion only of the ground can be so planted, the remainder of the seeds will be allowed to grow in the nursery, and as many as possible of the seedlings will be planted out when large enough. What are left will, at the proper time, be converted into, and planted as, stumps.

There is apparently no very great difference between trees grown from seedlings and those grown from stumps, but it is considered that the former must be an improvement upon the latter, and undoubtedly a tree grown from a seed sown at stake is better than any other. It will however be readily understood that it is impossible to sow at stake every tree on a large estate, except with considerable labour and at the expense of a very great loss of time, and also the loss of a number of trees which would otherwise have grown from seed germinated in the nursery. Seed sown at stake requires an absolutely regular rainfall, or regular watering by means of manual labour.

With regard to the proposed scheme of planting tobacco on certain portions of the estate prior to (or in conjunction with) the planting thereof of rubber, it has been suggested that there have been times when tobacco has not paid the planter in Sumatra.

The fact, however, may not be generally known that tobacco can only be planted on the same land in Sumatra once in nine years—after a crop has been gathered in, the land is always allowed to lie fallow for a period of 8 years (though in many instances the natives are allowed to use the land for the first of these 8 years in cultivating their paddy).

This being so it will easily be seen that, in order to make a meagre 5 per cent out of tobacco land, a full 45 per cent must be made in order to cover the 9 years period.

In the case of Toerangie the preparation of land for, and the growing upon it, of tobacco (which in 3 months from the time of its planting arrives at maturity) serves to clear the land perfectly for the planting in it, immediately afterwards, of rubber. There will be no lying fallow of the land for any period of time at all, and whatever is earned—be it 10 or 20 per cent on the cost of its cultivation, and the preparation &c. of the land—will be the actual income for that year, and not a sum to be divided over nine years.

Intimations.

THE
CHINA PROVIDENT LOAN AND
MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,250,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).THE OFFICE OF
TRUSTEE, EXCHUTOR OF WILL,
ATTORNEY, &c.,
Underwritten and Accredited
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 10th March, 1910. (4)

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN
CONVENT, QUAINT ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Queen's Ports, for their kind
patronage and support, and desires to state
that she will be pleased to receive orders for
all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars and Cuffs renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioresse will also be most grateful for any FANCY, or old materials to be made into cloths for the Children of the Free School, who are taught by the Sisters.

Intimations.

WHAT IT WILL DO.

A woman buys a sewing machine for what it will do; not as an article of furniture. A man carries a watch to tell him the time; not as an investment of surplus capital. The same principle when one is ill. We want the medicine or the treatment which will relieve and cure. The friend in need must be a friend indeed—something, or somebody, with a reputation, with a good record, with a history that justifies our confidence. There should be no guesswork in treating disease. People have the right to know what a medicine is, and what it will do, before they take it. It must have behind it an open record of benefit to others for the same diseases—a series of cures that proves its merit and inspires confidence. It is because it has such a record that

WAMPOLE'S PREPARATION

is bought and used without hesitation or doubt. Its Good Name is the solid basis for the faith the people have in it; and a good name has to be earned by good deeds. For the purposes for which it is commended it is honest, true and practical. It does what you have a right to expect it to do. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. In Scrofula, Anemia, Nervous and General Debility, Insomnia, Blood Impurities and Wasting Complaints, it is to be thoroughly relied upon. Dr. J. L. Carrick says: "I have had remarkable success with it in the treatment of Consumption, Chronic Bronchitis, Catarrh and Scrophulous Affections. It is of special value in nervous prostration and depraved nutrition; it stimulates the appetite and the digestion, promotes assimilation, and enters directly into the circulation with the food. I consider it a marvelous success in medicine." Every dose effective. "You cannot be disappointed in it." Sold by chemists.

THE BRITISH-FOREIGN IMPORT & EXPORT COMPANY, Ltd., Central Building, Liverpool, England, is prepared to receive Consignments of Local Produce on spot terms.

SAVE YOUR HEALTH

in drinking the cheapest and most agreeable Table Mineral Water

"COUZAN GATIER"

approved by the French Faculty of Medicine.

Large Bottles\$0.30

Dozen 3.25

Case 50 Bottles 15.50

" 50 " 13.20

SOLE AGENTS:

"FRENCH STORE."

Hongkong, 18th July, 1910. (47)

CHEONG HING

HAS ALWAYS ON HAND

A LARGE ASSORTMENT OF

CURIOS, PORCELAIN, JADESTONE

AND

SILK EMBROIDERIES.

Inspection Solicited.

No. 77, Queen's Road Central.

Hongkong, 11th July, 1910. (47)

KWONG FUNG YUEN,

HEAD OFFICE—No. 32, Des Voeux Road West

TIMBER YARDS—Kennedy Town.

TIMBER MERCHANTS.

SAW MILL OWNERS,

AND

GENERAL CONTRACTORS

TO

H.B.M. Naval and Military

Authorities.

HAVE always on hand large stock of American Fir, Douglas Fir, Oregon Pine, Teak, Yacal, Hardwood, Cedar, Spruce, Chinese Spar, Chinese Pine of all descriptions.

Inspection invited to the Yards.

Best Terms.

Quick delivery.

LEUNG TAI,

Managing Director.

Hongkong, 10th January, 1910. (47)

NOTICE

MR. LI HON YAN, a Chinese resident, residing in Hongkong, has been appointed to the position of Chinese official, and merchants and the Colony for over ten years.

He has a good method of training, and possesses of a first-rate knowledge of Chinese language. He has also a good knowledge of English.

Those who are interested in the Chinese language, or who are desirous of learning the Chinese language, may apply to him for instruction.

He will be pleased to receive orders for all kinds of NEEDLE WORK.

Advertisement.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S
E
VERY OLD LIQUEUR
SCOTCH
WHISKY

A Blend of the Finest Pure Malt
Whiskies distilled in Scotland

OR
GENUINE AGE
AND
FINE MELLOW
FLAVOUR.

Robert Porter & Co.'s

BULL DOG
BRAND
GUINNESS' STOUT
in PINTS and SPLITS.

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 26th July, 1910.

THE SCHOOLS OF HONGKONG.

On more than one previous occasion we have had reason to refer to some of the anomalies that permeate the Education Department of Hongkong; but many of those anomalies are conditions appear to show few indications of a tendency towards diminution. Rather, indeed, the reverse would seem to be the case, judging from the most recent report by the Director of Education submitted at the last meeting of the Legislative Council. The solid underlying fact appears to be that the Government are doing everything in their power to cripple the Grant schools with a view to benefit the Government schools, even to the extent of eliminating the former class of educational institution altogether. Yet, taken roughly, the cost per pupil for education in Government schools is as near as possible three times as much as the cost of education in Grant schools. Last year, the average cost per pupil in Government schools was \$35.15; in Grant schools it was only \$13.07 per pupil. That is to say, in the Grant schools they can and do teach three pupils for the same amount of money as the Government schools require for the education of one. If it could be alleged for a moment that this more costly education was of a superior character, one might perhaps find some justification for the threefold greater expenditure; but on the showing of the report of the Director of Education himself such is very far from being the case. Speaking of British schools and referring to the Kowloon Girls' School, the Director of Education has this to say:—"This school continues to fill a useful purpose. The number in average attendance is 53. The cost per unit has fallen to \$15 from \$14 last year." Well, it would be very necessary indeed that the Kowloon Girls' School should serve a "useful purpose" in order to justify a cost per pupil of \$15, as compared with an average cost of \$13 in the Grant schools. And then, no doubt, just to show the "useful purpose" of this scholastic institution, the Director of Education goes on to remark:—"Experience has shown the limitations which are set to the usefulness of Kowloon School. It provides schooling in a healthy and bright atmosphere for a number of children, but the very short average of attendance of the pupils makes it impossible to follow out any comprehensive school course. Half the pupils in the top class are foreigners." So

that here we have the spectacle of a school serving a "useful purpose" and yet in which it is impossible to follow out any comprehensive school course owing to the short average attendance of the pupils. What else do the functions of a school consist in but in the following out of a comprehensive school course? If a school fails to do this, it fails to justify its existence. It is not fulfilling the work for which it was established and it should be shut up. The Kowloon Girls' School has long had the name of being a useless institution, and now we have this admitted by no less an authority than the Director of Education himself. The huge average cost per pupil in itself shows that the school is something very much in the nature of a white elephant. But there are even worse admissions made than this in the Director's report for 1909. Speaking of the Victoria Boys' School, he says:—"On resuming charge of the department in April, I found this school in an unsatisfactory condition. The headmaster went on leave shortly after, and the elder boys were taught for the rest of the year partly by Mr. James of Kowloon School and partly by Mr. Curwen of Yauwatt. There was an improvement by the end of the year. The upper school consists at present of 11 boys, most of whom are the sons of Government servants. They are backward and do not seem to have been well grounded; but they are making progress. Most of them are now being prepared for the Oxford Local Preliminary. This class promises to be of much value to the Colony." Well, such admissions are most remarkable confessions of scholastic and educational impotence; but, as we know, open confession is good for the soul, and no doubt the Director of Education finds a certain amount of relief now that he has made this plain statement of fact. The upper class consists, forsooth, of 11 boys, most of them the sons of Government servants, "backward and do not seem to have been well grounded." Then, what on earth are these boys doing in an upper class if they have not yet mastered the rudiments? And then we are told that "this class promises to be of much value to the Colony." The Director of Education must have omitted a very necessary "not" when he wrote that sentence. How it is going to be of much value to the Colony must pass the comprehension of any reader who has just been informed by the Director of Education himself that the class is "backward and does not seem to have been well grounded." The two statements are incompatible with logic and common sense. Then to make matters worse confounded the Director of Education tells us this:—"The attendance has fallen off very considerably. The headmaster was transferred elsewhere early in the year; but still the cost per unit reaches the altogether preposterous figure of \$220 per unit (\$124 in 1907 and \$166 in 1908). The numbers are not likely to increase materially in the near future. They were 27 for the year against 41 for 1909."—"Preposterous!" We thank you, sir, for teaching us that word. It expresses to a nicety our own views upon the subject. It is indeed preposterous that in this little school whose pupils are getting less in numbers and are not likely to increase in the near future, education should cost \$220 per unit. And if this figure goes on rising in the same ratio as it has done during the past two years, whilst the number of pupils decreases, we shall see the average cost per pupil standing at between \$400 to \$500 in 1910. Truly, this is a matter calling for urgent attention. Moreover, when the undergraduates of the future Hongkong University are expected to pay no more than \$300 per annum each, we fail to see how a purely elementary school can justify its existence when each unit costs the taxpayers \$220 a year. This state of affairs is a crying scandal. When the Director of Education himself admits that a certain state of things is preposterous, it is high time for the Government to remove the anomalous conditions, by the elimination of useless and exorbitantly expensive schools to relieve the burden on the ratepayers.

LOCAL AND GENERAL.

Five natives were fined \$10 each at the Magistrate's Court this morning for stowing away on board the s.s. *Homam*.

THE U.S.S. *Rainbow* will leave Cavite within the next few days for the China coast. The *Rainbow* is taking a detachment of marines bound for Peking for the purpose of strengthening the U.S. Legation guard.

THE Hongkong public are afforded "an opportunity of a thoroughly sound investment" by the invitation to subscribe to the shares of the Merkab Rubber Co., Ltd. the prospectus of which is published on the opposite page.

WE have been courteously privileged to publish the impressions of Mr. C. D. Wilkinson and Mr. A. Denison—two well known residents of Hongkong—on the Tsoangie Rubber Estates, the pioneer Rubber company formed and floated under the auspices of local capitalists. A perusal of the "impressions," which will be found on page 3, will convince fortunate holders of Tsoangie scrips of the value of the property they own under such skilful and ably

intelligible management.

The Colowan Pirates.

GENERALISSIMO IN HONGKONG.

REPORTED CAPTURE LAST NIGHT.

In our Portuguese contemporary *Vida Nova* of the 24th instant, under the heading of "Colowan News," one paragraph states:—"The rumour is current here that the chief of the pirate horde, Leung Yi Wa, is harbouring in Hongkong. It is also asserted that Paag Mui, another of the pirates, and the rival of Leung Yi Wa, falling in ability to supplant the latter, offered to come to arrangements with the Chinese Government, and was created a mandarin, whilst his men were recruited as soldiers by the Imperial Government. Also it is stated that it was Paag Mui and his men in Chinese Territory who had not given peace to Leung Yi Wa's horde."

IN HONGKONG THIS AFTERNOON, a rumour began to gain currency that Leung Yi Wa had been hiding in this Colony for some time past, and that he had actually been arrested last night. Information in official quarters could not be elicited on the subject. All the officials approached were entirely reticent on the matter of the reported arrest of the pirate generalissimo; yet from other sources we learn that the arrest of this desperado leader was actually effected last night and that he is now in safe custody pending the completion of the necessary arrangements for his extradition.

Although the Police refuse information regarding the circumstances of Leung Yi Wa's arrest, it is a well-known fact that there has been the utmost vigilance maintained by the Secret Service Department here ever since it became known that Leung had

SLIPPED THROUGH THE FINGERS of the troops, and eluded the war vessels, sent out to effect his capture at whatever cost; and it was thought quite within the bounds of possibility that he would seek refuge in Hongkong. As it turns out, that appears to be just what the hunted pirate did, and his captors may well consider it to be a feather in their cap that the Hongkong authorities have accomplished what the combined punitive forces despatched against the pirates failed to accomplish—namely, the capture of this notorious rascal who has held the whole of the districts near Colowan in constant terror.

THE EXTRADITION. As in other extraditions of great criminals, this will very likely be effected very quietly, and without the knowledge of the general public, by means of a Chinese gunboat.

ANOTHER PORTUGUESE CASUALTY.

PIRATES' CAVE ENTERED.

[From Our Own Correspondent.]

Macao, 25th July.

The discovery of another, and apparently the most important, pirate cave to-day led to a Portuguese soldier, No. 139, attached to the Police Corps on special duty at Colowan, applying for the Commandant's leave to enter the secret den of these desperate marauders. This entrance to the cave is a very narrow one. As soon as the soldier entered, he was amazed at the size and appointments of the cavernous stronghold, for the place had a good supply of furniture and was lit with a number of lamps. The pirates accorded him a warm reception of rifle shots, one of which found a lodgment in the fleshy part of the arm and the other slightly injured his thigh. The man was fortunately safely rescued. A companion accompanying No. 139 was less fortunate, as he has not since been heard of and is supposed to have been made a prisoner, if not killed, by the pirates.

The Police at Colowan have requisitioned the services of a European foreman of the Public Works Department to superintend the smoking out of the pirates in their burrow by means of sulphur, felling the success of which depends on the cave will be cautioned to surrender. If they refuse to do that an explosive will be fired into the cave.

TURNED KING'S EVIDENCE. One of the captured pirates has offered his services to the Government to conduct the soldiers over the island and point out the entrances to all the caves, on condition that the Portuguese Government would not consent to his rendition to the Government of China, but would try him under the laws of Macao. The conditional offer was accepted and the pirate has since been rigged out in the uniform of a hukong and given a badge and hat and sent across to Colowan.

"PATRIA" FOR COLOWAN. The *Patria* left at 11 p.m. to-night for Colowan and will anchor in Hak-sa Bay. The gunboat *Macca* has been unable to join her owing to boiler cleaning. She lies in the harbour. From a visit to the *Macca*, I could see the effects of the steel bullets from the pirates' cannons. One actually penetrated the door of First-Lieut. Pinto Basto's cabin. Another struck and pierced the funnel, while the hull plates have been cycled in several places.

It was an extremely fortunate circumstance that no one on board the gunboat was injured.

MEETING AT CANTON.

[From Our Own Correspondent.]

Canton, 25th July.

A meeting was held yesterday by the Canton Association for the Protection of Boundary Rights in connection with the recent Colowan affair. At the meeting great sympathy was expressed by those present with the unfortunate villagers, other than the real robbers, in Colowan, who were killed by the Portuguese through the latter not being able to distinguish at the time between the good and the bad. Although not a few of the desperadoes harbouring in Colowan have been killed and arrested by the Portuguese, a number of them are believed to have managed to make good their escape and these are still able to enjoy their liberty and to create disturbances elsewhere. The meeting decided that the Association

should undertake the duty of devising means to prevent the surviving robbers from becoming active again and so disturb the peace of the people. It was therefore resolved at the meeting that the Viceroy and the Admiral should be requested to consider the importance of the recent trouble in Colowan and to give orders to station permanently a gunboat in Chinese waters to cruise around the island of Colowan in order to prevent the robbers from returning to their lairs and attacking the villages in the neighbourhood as well as to prevent the Portuguese from encroaching further on Chinese territory.

Commodore Wu, aide-de-camp to Admiral Li Chup, who was sent on an expedition to Colowan a week ago, returned to Canton yesterday.

A CHINESE TELEGRAM.

A telegram to Chinese papers says that Viceroy Yuan Shu-hui has reported to the Throne, that some Portuguese soldiers who persecuted the Chinese had been killed; whereupon the Portuguese authorities sent three men-of-war and fired on the people. The Viceroy says, "that this action was intentional provocation to hostilities and the Kwangtung people incensed to indignation, and it is feared that the situation will involve serious complications."—*N. C. D. News.*

SINGAPORE'S RIVAL.

SABANG BAY.

Twice have I been to Sabang and each time have I expected to see a scene of busy commercial life justifying the fears which are so frequently expressed—that the sceptre has departed from Judah: Ichabod, the glory hath departed from Singapore. Sabang is a small town—little more than a village, on the shores of Sabang Bay, and Sabang Bay is a harbour shaped like a bookcase running between the hills of Pulo Weh. And Pulo Weh is an island right off the north-west point of Sumatra, just where every homeward-bound steamer from the Straits of Malacca, takes off for the plunge into the deep blue waters of the Indian Ocean, perpetually throbbing with giant heart beats, and occasionally lashed into fury by an impetuous monsoon. There is no doubt that Pulo Weh is

A VERITABLE OUTLIER OF SUMATRA. The chart shows down the coast of Tenasserim and to Penang, depth not exceeding 160 feet. The shallow patch runs across to the north-east corner of Sumatra, Diamond Point, and thence extends for hundreds of miles south and east, to the very eastern edges of Borneo and the Straits of Lombok and embracing the Gulf of Siam. That is to say, if the Malayan Archipelago were elevated 600 feet, there would be no Straits of Malacca, no Java Sea, no way for ships to go to Bangkok, and no need for Sarawak steamers. But from the northern line, one would still step down 4,000 feet into the deep sea, and though Sabang Bay, which is a deep cleft 300 feet deep, would have

NO SEA WATER

in it, a few miles away the deep indigo of the Indian Ocean would roll in mighty billows and thence on the west coast of Sumatra and the island of Pulo Weh itself. That is what Sabang is—a sheltered nest in a billowy island where the ocean breakers never disturb ships tied up at the wharves—for the bay is too deep for vessels to anchor, the chains of the splendid mooring buoys being many fathoms long.

Sabang Bay is pretty. After seeing mountains 8,000 feet high to the left, the vessel cuts across deep water and comes in sight of a bold steep hill. To the left another of less elevation, between the two a wide and deep channel, easy enough to get in at any hour, absolutely protected, landlocked, and a very

HAVEN OF REFUGE.

On the west and north sides are wooden wharves, and rows of those ugly corrugated sheds which seem indispensable to money making by cargo and coal dealing. At the time we were there, there were two big ships, the "van der Capellen" and the "K. Willem II" of the Netherlands Steamship Co., the "Merapi," a Rotterdam Lloyd steamer of respectable dimensions, and a coal steamer "Nigeria." Looking along to the left there is a busy breakwater, a small floating dock, the coal steamer, and then the pride of Sabang Bay, the electric coal-boiler. These look rather slender Goliaths, running on a pair of rails nearest the wharf, and a single rail at the rear, some 25 cooling sheds lying below the superstructure. Thus the boats can travel over the whole range of sheds, lift up sections of the roofs, which up the coal and carry it 220 feet along to the sea, delivering it, if need be, as there are projecting arms.

THE COALING HOISTS are from the house of Kuyp at Madgeburg, they are silently operated by electricity, and seem designed to adequately supersede the Chinese coal-collie. This is theory. In practice there are limitations. Heavy coal skips cannot be used because few ships are designed to take a succession of big skips of coal. The mail was being coaled (1) by a line of coolies from the nearer edge of the sheds; and (2) from the rear. A squad of coolies filled baskets the hoist whirled up sixteen of them, ran them down to the Pier and there deposited them to be fed into the ship by coolies. So that all the elaborately designed coal hoist in this case, was to save 23 coolies carrying sixteen baskets of coal about 60 yards. Each basket held about a hundred-weight of coal, say a ton for the lift, and performed the round journey, in a little over two minutes. As there was only room for the projecting arms of two of the hoists to go between mast and funnel, the rate from the hoists was about a ton a minute. Coolies supplied the rest, about 700 tons in all in six hours I believe. Others can say whether this is good coaling: it is certainly quiet.

SABANG TOWN

is a credit to the Dutch. On the hill are residences, along the shore the native town, clean, but warm and dusty, over the hill one gets on to the blue waters of the Ocean again. It is pretty enough for a strait, but without work, might prove a searid place of residence. The Dutch have the genius of paternal government and keep the town very clean and tidy, earthen roads, inhabitants respectful and orderly, and a model of tidiness. The street lamps are apparently petrol: with incandescent mantles. Good paths lead from the residential part of the town to the beach, and all the public works are excellently designed, and of that solidity which characterises the Dutch. Far better than Tanjong Pagar, from the tourist's point of view—but as though created to make a port, and not a self-made port.

—*W. M. in Singapore Free Press.*

A QUESTION OF ACCOUNTS.

SCETICAL PLAINIFF IN THE SUMMARY COURT.

Before Mr. Justice Hasland, Acting Puisne Judge, in the Summary Court this morning, Chow Tak, floor mason, of 102, Market Street, sued Tsang Cho and Tsang Hing, coolie contractors, of 60 and 700, Market Street, respectively, for an account of the partnership dealing between the plaintiff and the defendants in the business of the Tak Cho Hing, an inquiry of what the property and assets of the partnership now consists and for payment to the plaintiff of the amount due to him. Plaintiff waived any sum in excess of \$1,000 in order to bring the action within the jurisdiction of the Summary Court. Mr. E. Davidson, of Messrs. Hastings and Hastings, appeared for the plaintiff and Mr. Leo d'Almada represented one of the defendants.

Mr. Davidson stated that a preliminary question had been settled. The action was brought by the plaintiff as one of the partners in the firm. When the action was first mentioned the plaintiff sued for an account of the property and monies due. On the first hearing of the action, the defendants admitted the partnership and representations were made to the Court for the accounts, and the sheriff found a credit of \$1,044 due to the plaintiff but they were not concerned with anything in excess of \$1,000. It was mutually agreed between him and his friend that the Court should try the disputed accounts. His friend now said that he did not consent to the sheriff's certificate. His friend had been supplied with the issue and he had never taken any objection to any item mentioned by the sheriff. His friend further did not admit any amount, but admitted having received all the monies due to the firm, which he alleged were all paid to the plaintiff. The plaintiff did not know whether the balance was right or wrong.

His Lordship—Why does he say that?

Mr. Davidson—I don't know.

His Lordship—These Chinese sometimes sublet and sub-sublet and sub-sublet, from 2 to 3, 3 to 4 and so on.

Mr. Davidson—That's not the position in this case.

Mr. Almada said that his friend had not stated the case quite accurately. There were two partners and one of them had brought an action for an account to be taken. His friend alleged that his client had all the books. The latter came to Court and denied possession of the books but his friend asserted that his client was in possession of the books. To save time he agreed to have an account taken but he denied any liability whatever.

His Lordship—Do you admit that, Mr. Davidson?

Mr. Davidson—No, my Lord.

Mr. Almada said that his client was a working partner in the firm. The man who did the work—his client—was recognised by the Dock Company and he passed over all the monies to the plaintiff's account.

His Lordship—You say these books don't show the true position?

Mr. Almada—Yes, my Lord, but assuming that they do show the true position I submit they show the exact position.

His Lordship—I don't understand it. The books don't show the true position and yet they show the true position.

Mr. Almada—All the monies have been paid over.

Mr. Davidson—My friend won't admit at all, Mr. Almada—All that my client can specify is that he received the money from the Dock Company.

His Lordship—You don't object to admit that the accounts taken from the books were correct.

Mr. Almada—No, my Lord.

Mr. Davidson—That being so, it only lies upon my friend to show what has been done with the money.

Mr. Almada—I don't object.

Evidence having been called, the case was adjourned.

WATER POLO SHIELD MATCH.

L.R.C. V. C.Y.C.

A large number of spectators witnessed the grand struggle last evening at the V.R.C. in the Water Polo Shield match between the Lusitanian Recreation Club and the Corinthian Yacht Club. The Lusitanians were fancied in this match, as they had undoubtedly a better all round team, whereas the Corinthians, although possessing two or three much faster swimmers, had also two or three new men.

Pereira opened the scoring almost immediately on commencement of play, but in the wild excitement which followed this goal to the end of the game, at least a dozen good opportunities were thrown away by both the Lusitanians and Corinthians, the latter eventually winning by 4 goals to 3, after a very hard struggle.

The teams that played yesterday were composed of:—

L.R.C.—A. J. V. Ribeiro, F. L. Rosa, J. M. C. Lopes, J. M. Rosa Pereira, C. A. C. Rodrigues, E. Leitao and F. M. Rosa Pereira (goal).

C.Y.C.—K. C. W. Welch, C. J. Cooke, G. Welch, T. Logan, Carl Buij, E. Rose and F. H. H. H. H.

The semi-finals between the Buifs and the 8th Company, Royal Garrison Artillery, and the Corinthian Yacht Club v. Victoria Recreation Club, will take place this week. The fight which will be put up by these teams in their endeavour to get into the final will be worth watching as all four teams are very evenly matched.

THOSE of our readers who have followed the phenomenal progress of the China Mutual Life Insurance Co. will be interested in the figures relating to the reserve and invested funds of the Company appearing in the business section of the present issue.

O. E. Owen, proprietor of the Grand Carlton Hotel, was fined \$100 at the Magistrate's Court this morning for selling liquor without a licence. Several large baskets of wines which were seized by the Police were confiscated. Mr. Gurdial defended.

ARREST OF A WITNESS.

INCIDENT IN THE SUMMARY COURT.

A somewhat sensational climax was reached before Mr. Justice Hasland, Acting Puisne Judge, in the Summary Court shortly after four o'clock this afternoon in connection with a certain action for goods sold and delivered, in which judgment was delivered in Chambers in favour of the plaintiff on Saturday morning. The execution of judgment having been made out the defendant, who appeared as a witness in another action this morning, was arrested by a bailiff of the Supreme Court.

His Lordship—I have heard that the man has been arrested.

Mr. Davidson—Yes, my Lord.

His Lordship—But I distinctly said he was not to be arrested?

Mr. Almada—You see, it's this way, my Lord. Judgment has been given by your Lordship against the man. If the witness in the action was under subpoena of the Court the bailiff could not arrest him but under the circumstances the bailiff had a perfect right to arrest him.

His Lordship—I don't think the Rule applies in this case.

Mr. Davidson—My friend this morning agreed that the man ought to receive the protection of the Court, and therefore I refrained from taking any steps. My friend's conduct has placed us in a peculiar position.

His Lordship—The matter should be referred to the Registrar.

Mr. Almada—I ask for security for costs to be furnished.

At this point, Mr. Almada went into Chambers with his Lordship to discuss the Rule applying to the protection of witnesses and later on the prisoner was released.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

A SEVERE CRITIC.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

Sir,—In your leader of the 15th inst. you reproduced an American opinion of the Hongkong officials and the lofty air they maintain. Very unfortunately for the British people, they do not see themselves as others would see them. Of course, were I to touch upon their ill-gotten possessions abroad, you will stamp me either as seditious or treasonable, as the bulk of the journalists generally do when something fishy is brought home to them about their Government or about their people. But to sustain the opinion of the American, let me tell you that, at this rate of advancement, the British people in another ten years' time, if unchecked, will not only grow intolerable, but will prove a regular nuisance to the people whom they happen to govern now. For (take an instance), does China utter anything in her self-defence without her being stamped as an obstructionist and the deadliest enemy of progress? The English people have already got 17 millions of the Chinese to rule over, but the line is not defined yet, and their onslaught on the "inferior Chinese colonies" by means of the opium suppression policy, commerce, and diplomacy and other methods which their Press encourages. Why? It is more easily possible to see the blessed Diety within his sublime curtain than to get access to a British official.—Yours, AN EXILE.

Hongkong, 26th July.

[We have omitted the concluding paragraph of our correspondent's letter, as its immediate tone can find no room in the columns of this journal.—Ed., H.K.T.]

FAREWELL DINNER TO A TAIKOO EMPLOYEE.

MR. GREGGON'S FORTHCOMING DEPARTURE.

On Saturday evening a very enjoyable little fete took place, on the occasion of a number of friends entertaining to a farewell dinner. Mr. James Greggson of the Quarry Bay Dock (Messrs. Butterfield and Swire), who, having finished his engagement with the firm, starts for home to-morrow. During his service on the Company's staff of divers, Mr. Greggson has taken part in carrying out much important diving work at the new Dockyard, and whilst in Hongkong also he has made himself very popular both inside and outside the works. On Saturday evening a party of some 30 sat down to dinner, with Mr. H. Tillman in the chair. After an excellent repast (especially prepared under the experienced guidance of Mrs. Tillman), a short toast list was gone through. The Chairman referred to the many estimable qualities of their guest and on behalf of the Company wished him God-speed to the Homeland and the best of success there or in whatever part of the world his arduous calling led him. Mr. Greggson replied in feeling terms. Afterwards the evening was pleasantly spent in "song and story," amongst which figured vocal contributions from Messrs. Burton and Kennedy and Sergeant-Major Ray, banjo and mandolin selections by Mr. Polly, etc. We believe that Mr. Greggson intends to take up work in South America after a spell at home.

A GENERAL quarantine has been declared by the Bureau of Agriculture, at Manila against Australian cattle as a result of the discovery of pleuro-pneumonia in animals shipped from that country to Manila. The quarantine order is most rigid in its requirements, and became effective on the 15th inst.

THE appropriation for raising or removing the wreck of the battleship *Maine* from the harbour of Havana was increased by the House from \$100,000 to \$100,000 (gold) by an amendment to the deficiency bill. As appropriated, this sum is on account, so that additional sums, if necessary, may be provided later.

A SAN FRANCISCO dispatch of July 21 says:—"The quest for a fighter capable of defeating Jack Johnson has led to Ed. Long, the young giant, who while at Harvard was the heavyweight champion boxer. Organisers have been made to Long to turn professional and meet Johnson, but he has so far declined to enter into the contest."

THE OPIUM QUARREL IN
CANTON.

As the smoke and the men and overhanging, when several insignificant volcanoes simultaneously burst into activity, so are the words and polemic style of those fighting over the opium trade in Canton; as a result of the decision of Viceroy Yuan Shu-kuan, to impose an additional tax on prepared opium. The whole question, when viewed in the light of the many facts and allegations that have found publicity in the native press, appears infinitely complex, not to any confused. However little sympathy may be entertained with regard to the genesis and development of the Indian opium trade with China, it must, on the other hand, be admitted that

OVER ZEALOUS PARTISANS of opium-suppression have not seldom laid themselves open to the charge of unwise exaggeration. No one who has even occasionally visited the opium dens of Canton and Shanghai can defend the use, too frequently leading on to the abuse, of opium. Yet with the teeming millions of these great cities around us, it is difficult to prove what is so often asserted, that opium is ruining China. To turn then to the quarrel at Canton. Viceroy Yuan has admittedly increased the duty on prepared opium; and defends his action by

THREE LINES OF ARGUMENT. He affirms, first, that he has not interfered with the importation of the foreign article; secondly, that he has neither examined nor touched the Chinese treaty which only allows raw opium. Secondly, he maintains that the new rule of three days' grace, within which opium merchants are expected to convert the raw article into the prepared drug; intended only to prevent unscrupulous merchants from accumulating a stock against the day when the drug by dint of having become scarce, will command a higher price. In the third place his Excellency demands with some irascibility, whether it is an unheard-of claim that a ruler shall administer the internal economy of his country or state according to the plan that best commands itself to him.

All this is very clear on the surface, but not without a gleam of SPECIOUS CLEVERNESS.

In fairness to all concerned, however, it must be asked why the duty on raw opium was fixed by both parties interested? Was it imposed in order that the consumption of opium might be discouraged, the purpose which Mr. Lloyd George claimed to have in view when he imposed an increased tax upon spirits? Even the most devoted supporters of the British Government might hesitate to assert that both British and Chinese statesmen were identical in eagerness to secure the moral elevation of China. With all possible allowance for the "salubrious" of reformers, we may assume that Chinese were anxious that the tax should be as substantial as possible for the sake of

THE IMPERIAL TREASURY; while the British desired the tax to be as light as possible so that the amount consumed might not diminish, and the quantity imported remain as great as before. If the provisions of the treaty were decided in this way, then the action of the Viceroy is certainly a breach of the treaty regulations, in spirit if not in the letter, for one result of the additional tax must be a diminution of the quantity of the drug consumed. However speciously the Viceroy may argue, however cleverly he may glorify his object, the result must inevitably be that less opium will be consumed, and therefore less will be imported. So far there is a distinct breach of the spirit of the IMPERIAL TREATY REGULATIONS.

His second argument, that which concerns the three days' grace, within which dealers must convert the raw drug into the marketable article, is less easy to condemn. That merchants may be tempted to store up chests for future use is not impossible; with the result, as the Viceroy points out, that it will become the more difficult five years hence to suppress the opium habit. On the other hand, seeing that the provincial treasury is of an empty, and that many clamorous demands reach the Treasurer's ears from week to week, it is difficult to repress a suspicion that the new rule is merely framed

TO ENSURE AN INCREASED INCOME, in order to meet urgent needs of the moment. But the discussion has evoked other statements the truth or untruth of which demands to be sifted. As is well known, the mutual agreement between India and China provides that the importation of opium from the former country shall be reduced by one-tenth annually for ten years, while cultivation in China is to be curtailed in the same ratio. Now, in his defence to Peking, Viceroy Yuan asserts that in the thirty-fourth year of Kuang Hui the diminution of opium imported into China was but three per cent instead of ten, and that in the following year the importation had actually increased. An explanation has been supplied by the native papers: that Turkish and Persian opium had been imported by German and American merchants.

TO SUPPLY THE DEFICIENCY. The charge is all the more serious when we remember the stand that America, at least, has taken in favour of opium-suppression. But what is to be said of the officials who, if the supposition quoted above be true, must be admitting opium as a tool for revenue's sake, and seeking to serve two masters?

In the same defence to Peking Viceroy Yuan makes one very bold assertion when, after condemning foreigners for their dilatoriness in conforming to the treaty, he declares that the officials of China have already lessened the acreage under cultivation for opium by no less than seventy or eighty per cent. No one will deny that something very considerable has been done, especially in some provinces. But it would be interesting to know on what the Viceroy's assertion is based, for there is

NO LACK OF INDEPENDENT TESTIMONY to contradict the statement. On the whole it would appear safer to wait for the results of

the investigation which Sir Alexander Hoare has been commissioned to make, before pronouncing judgment. For the moment there seems no remedy for the Canton opium quarrel but in another consultation between the interested parties, in a spirit of frank determination to ascertain the truth of this complicated question and to abide loyally by the terms of agreement. When Viceroy Yuan so indignantly denounces the tendency of foreign merchants through their representatives to interfere with the internal administration of China, his complaint is one that from a surface point of view

MIGHT MEET WITH SYMPATHY. But how often can it not be shown, even in the least under discussion, that the interference of foreign representatives is due solely to deliberate attempts on the part of China to evade the responsibility of her pledged word? We do not wish to labour the point, if only because in endeavouring to eradicate the use of opium, the Chinese people are entitled to all sympathy and encouragement. But for that reason we would emphasize the necessity of open dealing at Canton; for if the present opportunity be let slip it may be long indeed before such another is found.—N. C. D. News

COMMERCIAL.

The following quotations for rubber shares, by wire, are supplied by Messrs. E. S. Kadoorie & Co.:

Allan...	6/9
Anglo-Java...	Tls. 15
Anglo-Malaya...	26/-
Batavia...	18
Batu Tiga...	115/-
Bertams...	63/-
Bukit Kajang (pp.)...	26/-
Bukit Rajang...	26/-
Caray Uniteds...	26/-
Castlefields...	122/6
Changkat Serrangs...	14
Cheras (part paid)...	13
Da...	16
Damansara...	17/6
Eastern International...	28/-
Fed. Selangor...	28/-
Glenelg...	23/6
Glenelg...	30/6
Golden Hope...	123/6
Highlands and Lowlands...	123/6
Indragiri...	25
Juch Kennells...	7/-
Jefferies...	7/-
Jonklands...	105/-
Kamunings...	105/-
Kuala Lumpur...	105/-
Lanarons (fully paid)...	105/-
Lanarons (ppd.)...	105/-
Latus...	8/6
Ledbury...	8/6
London Asiatics...	14/3
London Ventures...	7/1
Melinaus...	8/7
Pajamas...	38/-
Pepohs...	35/-
Rubber Trusts...	35/-
Sagras...	33/6
Sandycrofts...	35/-
Sapong...	35/-
Seafields...	35/-
Seibonds...	35/-
Shelfords...	35/-
Singapore & Johore...	35/-
Sumatra Pines...	35/-
Sungei Chohs...	35/-
Sungei Kapats...	35/-
Tanjong...	35/-
Tangkahs...	35/-
Toetangie...	35/-
Ulu Rana...	35/-
United Serrangs...	35/-
United Singapore...	35/-
United Sumatras...	35/-
United Langkats...	35/-
Para Rubber...	35/-

RAUB GOLD MINE.

The following is the result of crushing operations at Raub for the four weeks ended 16th July, 1910:

Bukit Koman—Stone crushed 3,771 tons; Gold obtained 1,151 ounces; Average per ton 749 dwt per ton.

Bukit Malacca—Stone crushed 901 tons; Gold obtained 164 ounces; Average per ton 5,66 dwt per ton.

Cyanide—34 ounces.

TYPHOON WARNING.

The telegram quoted below was received from the Manila Observatory at the American Consulate-General yesterday:

Manila, July 25th, 4 p.m.

Cyclone or Typhoon in Pacific Ocean about half way between the Mariana Islands and the Loo-Choo, moving W.N.W.

TELEGRAMS from Melbourne state that an express train proceeding from Brighton to Melbourne collided with a stationary train at Richmond Station. Nine persons were killed and 14 injured. Brighton is a watering place on Port Phillip Bay and is eight miles from Melbourne. Richmond is one of Melbourne's suburbs.

Events Coming.

Wednesday, 27th July.
Band Concert, Public Gardens, 9 p.m.

Friday, 28th July.
Auction sale, valuable leasehold property, Hughes and Hough, 5 p.m.

Saturday, 30th July.
Wm. Powell's meeting, at noon.

Tuesday, 2nd August.
Land Sale of Crown land Macdonnell Road, at P.W.D., 3 p.m.

Wednesday, 3rd August.
Meeting, City Hall, 4.15 p.m.

To-day's Advertisements.

All applications for Shares should be sent to the Chartered Bank of India, Australia and China before the 31st day of JULY, 1910.

PROSPECTUS

OF

THE MERBUK RUBBER COMPANY, LIMITED

(INCORPORATED UNDER THE COMPANIES ORDINANCES OF HONGKONG).

CAPITAL.

The Capital of the Company will be £60,000 divided into 60,000 Shares of £1 each (at exchange Tls. 9). The Directors intend to issue, for the present, only 50,000 Shares of which 10,000 will be allotted to the Vendors in part payment of the purchase money, 10,000 will be reserved for private subscription and the remaining 30,000 will be offered to the public. Tails 5 to be paid on application and Tails 4 on allotment.

Directors:

JOHN DUNT CLARK
HERBERT EDMUND RAILTON
ROBERT BRADSHAW MOORHEAD
FRANCIS ELLIS
KOO DE SAN

Bankers:

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Solicitors:

ELLIS, HAYS & GODFREY.

Auditors:

G. H. & N. THOMSON, Chartered Accountants.

General Managers and Secretaries:
Messrs. MOORHEAD & HALSE.

PROSPECTUS.

OBJECT OF COMPANY.—The Merbuk Rubber Company is about to be formed with the objects, which will in due course appear in the Memorandum of Association, viz., to purchase and acquire the valuable property known as the Bukit Topoh Estate situated in the Division of Kuala Muda in the South-western portion of the State of Kedah in the Malay Peninsula and to develop and work the same as a Rubber and Coconut Plantation.

LOCATION AND ACCESSIBILITY.—The State of Kedah is under British protection and has all the advantage accruing from the presence of a British Resident.

The Bukit Topoh Estate, which is hereinafter called "the Merbuk Estate," is situated two miles from the town of Semeling in Kedah, with which place it is connected by an excellent Government Road. Semeling itself with a convenient Post and Telegraph Office, lies on the river Merbuk, by which daily communication with Penang is had by launch. On the Southern boundary lies the well-known and productive Sungai Batu Estate. It will thus be seen that the Estate not only is situated in a famous rubber-producing district but enjoys peculiar facilities both for communication and transport.

EXPERT'S REPORT.—The property has been visited and reported upon by Mr. R. G. Palmer, visiting agent of the British, Alor Pongau and Segud estates and formerly manager of the Bukit estates and by Mr. J. Xavier, manager of the Victoria Estate and late Government Bailiff.

TENURE AND TITLE.—The property is held on a lease in perpetuity, which is now of long standing, and the title (which the Directors are advised is perfectly in order) to the entire property is covered by three separate documents or grants, notariately certified copies of which can be inspected at the offices of the Company's Solicitors.

AREA.—The area comprises 4,000 Kedah Orangs, equal to 2,880 Acres.

SOIL.—For the most part this consists of a reddish clay, mixed with sand; it is very friable and easily worked and is particularly adapted for Rubber and Coconut cultivation.

RENTAL.—The annual rent on 400 Orangs is 50 cents per Orang and 25 cents (Singapore Currency) per Orang on 3,600 Orangs, which, it will be noticed, compares very favourably indeed with the \$4.00 per acre which many estates in the F.M.S. will shortly be paying.

CONDITION OF ESTATE.—Excepting 400 Orangs of hilly land under virgin jungle, practically the whole estate is opened up and has once been under cultivation. Where cultivation has been suspended for some time, patches of tall grass have grown, but for the most part, these areas have come up to grass and weeds which can very easily be got rid of.

DRAINAGE.—The land is mostly undulating and requires little drainage. At the time of the expert's visit, although heavy rain had been falling for two days in succession, he nevertheless remarks that there was no water anywhere in the field. A hill stream of excellent water, which is a great consideration in the manufacture of rubber, besides ensuring good drinking water to the labour force, flows rapidly through the estate.

LABOUR.—At present there are about 100 coolies on the Estate, but the expert states that a large force is easily procurable in the immediate neighbourhood.

BUILDINGS.—The buildings on the Estate consist of a Tapaca factory, which is partly roofed with corrugated iron and partly with thatch, also two Chinese Kongkoo houses, twenty thatched coolie lines and a godown. The factory should prove useful later on as a rubber-drying shed.

SUNDRIES.—These figure at 20 carts, 30 buffaloes, and 24 bullocks.

CULTIVATION.—The expert relies on the figures supplied by the present manager, the correctness of which he accepts on appearances. A census of the trees has since been taken by Mr. Xavier the manager of the Victoria Estate and the Government Bailiff, confirming the correctness of the estimate, from which the following particulars are taken:—

ARA RUBBER.			
7,875 Trees	3 years old.		
1,155 "	2 1/2 "		
5,312 "	2 "		
10,015 "	1 1/2 "		
7,211 "	Four months old in nursery.		
COCONUTS.			
101 Trees	11 years old.		
2,045 "	4 "		
10,100 "	3 "		
8,050 "	2 "		
14,017 "	1 1/2 "		
7,000 "	recently planted.		
41,414 Trees.			

GENERAL.—The Para trees are mentioned as looking healthy and showing average growth. The younger coconuts look healthy though somewhat retarded, whereas the 4 years old trees are mentioned as being exceptionally good, as some of them are already in flower. The 101 trees are reported to be bearing profusely, thus affording reliable proof of the excellence of the soil.

The expert advises that the tapaca fields be planted with rubber as soon as possible, as they are mostly clean, and he observes that an energetic manager should be able to plant up 600 to 700 Acres inside twelve months at a comparatively small cost.

TIN.—The expert also states as follows:—"I feel pretty certain there is Tin on a portion of the land which it is proposed to acquire, and it will be a question for further consideration whether boring should be attempted. If Tin should be found to exist, same would materially enhance the value of the property."

Mr. R. G. Palmer makes the following valuations:—

VALUATIONS.—28,000 Para Trees planted 20x20=280 Acres	£18,000
40,000 Coconuts " 40x40=800 "	9,000
1,500 Acres clean land at £5	7,500
288 Acres jungle at £5	1,440
Buildings, Live stock, etc.	864
	£35,864

£35,864 at Ex. 3/4 equals \$307,405

The small balance of 22 Acres is utilised for building, road, etc.

REVENUE.—With an additional 600 Acres planted within the first year with 65,400 Trees 20x20 the following output of rubber may be expected:—

1912	7,000 lbs.
1913	17,000 "
1914	29,000 "
1915	51,000 "
1916	74,000 "
1917	100,000 "
	435,000 lbs.

Coconut cultivation forms an excellent second string to the growing of rubber, and, when in full bearing, may confidently be reckoned upon to return a profit of £8 to £10 per Acre. The trees come into full bearing when they are between 5 and 6 years old. As this estate comprises 800 Acres of Coconuts a steady profit from these of £6,400 annually may be looked for in due course.

To-day's Advertisements.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, KOBE
AND YOKOHAMA.

THE Imperial German Mail Steamship
"PRINZ LUDWIG,"
Captain F. v. Hinzert, will leave for the above
places TO-DAY, the 26th of July, Midnight.
For further Particulars, apply to
NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.
Hongkong, 26th July, 1910.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ WALDEMAR,"
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the
hazardous and/or extra hazardous Godowns of
the Hongkong and Kowloon Wharf and God-
own Company, Limited, Kowloon, and West
Point Godowns, whence delivery may be
obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 1st of August will
be subject to rent.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 1st of August, at 9.30 A.M.
All claims must reach us before the 5th of
August, 1910, or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
underrated.

THIS STEAMER BRINGS CARGO:—
Ex ss. *Lathrop* from Adelaide.
NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.
Hongkong, 26th July, 1910.

PURCHASE PRICE.—The vendor has agreed to accept £31,500 of which £10,000 will be accepted in shares and the balance £21,500 in cash. An offer was made to the original owner to buy up his entire interest at a premium of 25 per cent. but refused by him, this fact will, it is hoped, serve as some assurance to intending subscribers of the value of the property in the opinion of the original owner.

PRELIMINARY EXPENSES.—The vendor pays all preliminary expenses including the cost of reporting on the estate, and guarantees to transfer the estate to the Company free from encumbrances. No promotion fees will be paid by the Company, but in case of any shares being underwritten the commission on such underwriting will be strictly limited to 5 per cent.

CONTRACTS.—A preliminary contract to be entered into between W. Brandt, Esq. (the vendor) of the one part and John Hays on behalf of the Company of the other part for the sale and purchase of the estate, copies of Mr. R. G. Palmer's report, and Mr. Xavier's report, notariately certified copies of the title deeds pertaining to the estate and the Purchase Agreement may be inspected at the office of Messrs. Ellis, Hays & Godfrey, 3F, Peking Road, and any person applying for shares in the Company, whether making such inspection or not, will be deemed to have notice of their contents. A draft of the proposed Memorandum and Articles of Association has been prepared and can be seen at the office of Messrs. Ellis, Hays & Godfrey.

Based on their opinion upon the foregoing facts, the Directors feel sure that the Company is about to commence an undertaking, which should prove extremely lucrative in the near future and have every confidence that, in placing these facts before the public, they are giving them an opportunity of a thoroughly sound investment.

FORM OF APPLICATION FOR SHARES.

(To be retained by Bank).

To
Messrs. MOORHEAD & HALSE.

13, YUEN-MING YUEN ROAD,
General Managers and Secretaries.

DEAR SIR,

The undersigned hereby applies for Shares
of £1 (Tails nine) each in the MERBUK RUBBER COMPANY,
LIMITED, which it is proposed to register as a limited liability Company
under the Hongkong Ordinances and deposits herewith Tails
being a deposit of Tls. 5 per Share. Also I agree to
pay the balance of Tls. 4.00 per Share as soon as called upon.
Shanghai, 1910.

Name (in full)
Address
Profession or Occupation
Date
Signature

Hongkong, 26th July, 1910.

TO CIGARETTE SMOKERS.

Why smoke so-called English Cigarettes (which are really manu-
factured in China) when you can have PURE TOBACCO for the same
price as you are paying for RUBBISH.

The Cigarettes of the Ardath Tobacco Company are known all over
the World for their purity and quality.

Look at the following list:

WINFRED CIGARETTES (Pure Virginia Leaf) per tin of 50	50
CHIEF WHIP " " " " " " " " " "	50
TURKISH LEAF No. 1 (Pure Oriental Leaf Tobacco) " " " "	100
QUO VADIS (The finest Cigarette on the Market) " " " "	100

State Express Cigarettes are perfect in their mode of manufacture,
and are approved of by the Medical Profession. (Vide "The Lancet").

Obtainable from

H. PRICE & COMPANY, LTD.

12, Queen's Road, Hongkong.

Telephone No. 155.

Advertisements, 2/6 per line.

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 31 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration).

From Hongkong.	From Quebec.
"EMPRESS OF JAPAN" SATURDAY, AUGUST 6TH.	"ALLAN LINE" FRIDAY, SEPT. 2ND.
"MONTEAGLE" TUESDAY, AUGUST 16TH.	"EMPRESS OF BRITAIN" FRIDAY, SEPT. 23RD.
"EMPRESS OF CHINA" SATURDAY, AUGUST 27TH.	"ALLAN LINE" FRIDAY, OCT. 14TH.
"EMPRESS OF INDIA" SATURDAY, SEPT. 17TH.	"EMPRESS OF IRELAND" FRIDAY, NOV. 4TH.
"EMPRESS OF JAPAN" SATURDAY, OCT. 8TH.	
"MONTEAGLE" TUESDAY, NOV. 8TH.	

"Empress" Steamers will depart from Hongkong at 6 p.m.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail-Express Train and at St. John, N.B., or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including meals and berth in sleeping car while crossing the American Continent by Canadian Pacific direct line) \$71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Military, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application from agents.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port \$43/-

Via New York \$45/-

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. BRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

(2)

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SINGAPORE, PENANG & CALCUTTA.	NAMSANG	THURSDAY, 28th July, Noon.
TIENSIN	CHONGSHING	FRIDAY, 29th July, Noon.
MANILA	KWONGSANG	FRIDAY, 29th July, 4 P.M.
SHANGHAI	YUENSANG	SUNDAY, 31st July, Daylight.
MAI HAI	LOONGSANG	FRIDAY, 5th Aug., 4 P.M.
SHANGHAI, KOBE & MOJI	FOOKSANG	FRIDAY, 19th Aug., Noon.

RETURN TOUS TO JAPAN (Occurring 14 Days).

The steamers *Katsang*, *Namsang* and *Fooksang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Choo, Tientsin & Newchwang.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 215, Hongkong, 26th July, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
ILOILO	"KASHING"	27th July, Noon.
MANILA, ZAMBOANGA & AUSTRALIA	"ORANGSHA"	27th " 3 P.M.
SHANGHAI	"CHIEHUA"	28th " 4 P.M.
CHEFOO & NEWCHOWANG	"PAOTING"	29th " 4 P.M.
SHANGHAI	"ANHUI"	31st " Daylight.
TIENSIN	"KUIHOW"	2nd Aug., 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDU."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SORROW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining-Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SORROW STEAMERS (Anhui, Cheow, Linan, Chienan), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining-Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

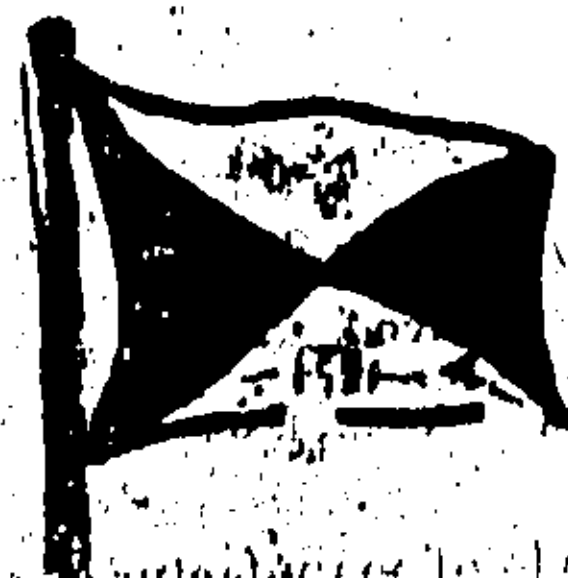
These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Telephone No. 35, Hongkong, 26th July, 1910.



HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
RUBI	2540	R. Rodger	MANILA	SATURDAY, 30th July, at Noon.
ZAYRO	2540	A. Fraser	"	SATURDAY, 6th Aug., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO., GENERAL MANAGERS

Hongkong, 26th July, 1910.

Shipping—Steamers.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICE, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct trans-Pacific service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common-Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA v. KEELUNG, MOJI, KORE AND YOKOHAMA	"CHICAGO MARU" Capt. J. Goto	6,182	WEDNESDAY, 10th Aug., at Noon.
TACOMA v. KEELUNG, MOJI, KORE AND YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WEDNESDAY, 7th Sept., at Noon.

The Co.'s newly built steamers have fast speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates, best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connections.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
ANPING via SWATOW and AMOY	"JOSHIN MARU" Capt. Y. Yamamoto	WEDNESDAY, 3rd Aug., at 10 A.M.
SHANGHAI via SWATOW, AMOY and FOOSHOW	"BUJUN MARU" Capt. Y. Fessudo	THURSDAY, 4th Aug., at 10 A.M.
TASMU v. SWATOW & AMOY	"DAIGI MARU" Capt. H. Murayama	SUNDAY, 31st July, at 10 A.M.

Special Reduction of 20% will be allowed to 1st and 2nd Class passengers to Shanghai in connection with the Nanking Exposition from June 1st, 1910.

Fast speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU" First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 25th July, 1910.

T. ARIMA, Manager.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	KAGA MARU, Capt. M. Hagino, Tons 7000 WAKASHI MARU, Capt. N. Nishino, Tons 7000 ATSUTA MARU, Capt. Wm. Thomson, Tons 9000	WEDNESDAY, 3rd Aug., at Daylight. TUESDAY, 9th Aug., at 4 P.M. WEDNESDAY, 17th Aug., at Daylight.
VICTORIA, B.C., & SEATTLE	KAMAKURA MARU, Capt. J. Nago, Tons 7000	SATURDAY, 13th Aug. From KOBE.
VICTORIA, B.C., & SEATTLE v. KEELUNG, SHANGHAI, MOJI, KORE YOKKAICHI, SHIMIZU & YOKOHAMA	TAKBA MARU, Capt. K. Sato, Tons 7000 AWA MARU, Capt. S. Ishikawa, 7000 Tons	TUESDAY, 16th Aug., at 4 P.M. TUESDAY, 23rd Sept., at 4 P.M.
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	NIKKO MARU, Capt. M. Yagi, Tons 6000 KUMANO MARU, Capt. M. Winkler, Tons 6000	FRIDAY, 5th August, Noon. FRIDAY, 2nd Sept., at Noon.
SHANGHAI, MOJI & KOBE	COLOMBO MARU, Capt. E. Combes, Tons 5000	WEDNESDAY, 3rd Aug., at Noon.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU, Capt. M. Winkler, Tons 6000	WEDNESDAY, 3rd Aug., at Noon.
KOBE and YOKOHAMA	MIYAZAKI MARU, Capt. T. Mura, Tons 9000	THURSDAY, 4th Aug., at Noon.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG and JAPAN PORTS.

COMMENCING AKI MARU 30TH MAY, ENDING 30TH SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

YOKOHAMA RETURN. KOBE RETURN. MOJI RETURN. NAGASAKI RETURN.

1st Class	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With option of rail between calling ports in Japan.

* Fitted with new system of wireless telegraphy. * Cargo only. * Carries deck passengers

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office, 1st Floor, Chater Road.

T. KURUMOTO,

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, ORYON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"ASSAYE," Captain Owen Jones, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 6th August, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Mongolia*, 9,505 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Himalaya*, due in London on 18th September, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Values of all Packages are required.

For Particulars, apply to

S. A. HEWITT, Superintendent.

Hongkong, 25th July, 1910.

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL (With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK ONLY:

S.S. "GHAZEE" On 30th inst.

For Freight and further information, apply to

DODWELL & CO., LIMITED, Agents.

Hongkong, 6th July, 1910.

HONGKONG-BOSTON AND NEW YORK.

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to call at the Malabar Coast.)

S.S. "WRAY CASTLE" On or about 6th August 1910.

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 11th July, 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"CARDIGANSHIRE," Captain W. O. Tyers, will be despatched as above on or about 13th August.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 25th July, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common-Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, VANCOUVER, B.O., TACOMA AND SEATTLE via

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Onward about

1910

Sumo 6,322 F. S. Cowley 21st Aug.

Radkall 5,880 H. E. Dowell 23rd Aug.

Ocean 4,557 F. W. Davies 27th Sept.

Kyushu 6,237 G. B. McGill 20th Oct.

America 4,363 J. Boyd 20th Nov.

* Calling at Amoy and Keelung.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 25th July, 1910.

Consignees.

APCAR LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING"

Consignees of Cargo are hereby informed that all goods are being landed at their risk into the Hazardous and/or Extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. whence and or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have been left in the Godowns, and all Goods remaining undelivered after the 28th instant, will be subject to sale.

No Fire Insurance has been effected.

Consignees of Calcutta cargo are requested to sign General Average Bond before taking delivery of their cargo.

Bills of Lading will be countersigned by

DAVID SASSOON & CO., LIMITED, Agents.

Hongkong, 23rd July, 1910.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex *s.s. Mormora*.

From Calcutta, ex *s.s. Nyona*.

From Persian Gulf, ex *B. I. S. N. and B. & P. S. N. Co.'s Steamer*.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 27th inst., at 4 P.M., will be subject to sale.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT, Superintendent.

Hongkong, 21st July, 1910.

Intimations

F. BLACKHEAD & Co.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS,

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S CANDINE COMPOSITION, RED HAND BRAND, HARTMANN'S GREY PAINT

DAIMLER'S PATENT MOTOR LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL ORNAM

and

F. & O. SPECIAL LIQUOR SMOOTH WHISKY, &c.

EVERY KIND OF

RUBBER ESTATE RETURNS.

	May	June	Total
Allagar	3,100	3,500	14,900
Alor Pongau	1,870	2,000	5,000
Alma	600	700	1,300
Anglo Malay	47,953	49,782	293,705
Ayer Kuning	—	—	833
Ayer Molek	1,882	—	5,077
Ayer Panas	—	500	900
Bilgawie	9,778	9,475	51,057
Bintang	1,716	1,018	9,074
Batu Caves	12,350	13,334	56,077
Batu Tiga	6,622	7,680	37,491
Bertam	9,750	—	31,838
Beruas	8,943	—	40,302
Bikam	785	1,266	8,811
Bimah	550	900	1,100
Bukit Kajang	3,824	4,793	17,054
Bukit Rajah	30,700	38,812	205,895
Bukit Lintang	3,520	3,800	17,470
Bukit Timah	123	779	942
Bukit K. B.	—	300	300
Curey United	12,000	11,800	51,050
Citfield	3,030	3,700	17,742
Changkat Sengang	3,003	3,320	45,028
Changkat Salak	901	950	2,301
Cicely	22,040	—	49,671
Consolidated Malay	20,913	—	110,984
Caledonia	17,687	21,000	69,447
Chumor	—	630	630
Chersonese	—	2,122	2,122
Damansara	27,863	27,011	133,772
Edinburgh	6,400	6,400	31,750
Federated (Selangor)	10,427	—	49,028
F. M. S. Rubber	31,870	28,679	324,447
Gedong	13,500	14,600	52,100
Gleesley	1,621	1,853	9,701
Gleashel	3,120	3,857	15,101
Golden Hope	5,877	2,956	27,016
Golconda	12,765	—	58,134
Hampden	6,800	—	24,930
Heaswood	907	902	1,809
Hibb. & Lowland	33,647	37,471	240,577
Jock Kenneth	14,428	13,331	77,668
Jugra	9,571	10,074	15,195
Kabang	18,500	19,300	102,400
Kepang	—	—	36,085
Kampong	7,171	7,051	101,847
Kempsey	—	—	9,195
Kepong	2,750	—	10,514
Kota Tinggi	650	—	1,840
Kuala Klang	2,012	—	8,677
Kurau	—	7,076	2,076
Kuala Rob. Est.	1,870	—	11,015
Kuala Lumpur	38,500	42,200	266,610
Laba	17,182	19,134	89,418
Landed	37,478	37,791	181,711
Ledbury	9,600	9,544	43,007
Lidgeri	61,500	63,000	355,000
London Asiatic	12,554	12,520	61,068
Malacca Plant	21,000	21,500	137,500
Manton	1,701	1,012	4,581
North Hummock	5,189	—	21,785
Nova Scotia	8,480	10,100	34,630
Pajam	2,400	3,000	19,050
Pataling	27,057	27,448	151,740
Pekoh	3,351	3,570	18,110
Perak Plant	10,340	—	47,464
Port Dickson	630	571	3,419
Rodella	—	1,017	1,017
Rembia	671	631	4,773
Riba Rubber	5,623	4,094	20,531
Robana	10,700	11,500	55,720
Ratnani	1,490	1,575	5,704
River Growers Assn.	2,401	3,091	15,585
Sengit	6,005	7,000	33,025
Selaha	5,784	5,586	26,320
Sungai Choh	3,930	4,630	21,850
Sungai Kapar	16,500	—	83,800
Sandycroft	5,301	6,281	30,745
Serdang	14,374	16,085	74,606
Seremban	32,770	—	168,152
Seremban	31,516	34,088	176,690
Seremban	6,000	5,772	25,676
Shelford	6,700	7,001	35,101
Sore & Johore	10,056	11,875	52,066
Singapore Para	4,050	4,000	26,650
Straits Rubber	21,080	24,700	146,180
Sungai Salak	2,103	2,022	11,131
Sungai Way	—	6,028	6,028
Telok Anson	620	535	1,155
Tali Ayer	12,800	13,100	56,800
Trafalgar	350	321	851
Trang	—	—	3,160
United Singapore	1,420	1,610	6,490
United Sumatra	—	4,510	4,510
Vallambrosa	59,000	55,500	312,737

[All totals are calculated for the calendar year instead of the financial year, which differs with many companies. Managers of Estates, returns for which in above list are incomplete, will help to make the list more useful if they will kindly fill in the gaps.—Singapore Free Press.]

SHIPPING AND MAILS.

MAILS DUE.
German (Luzon) 17th inst. 9 p.m.
Canadian (Empress of Japan) 21st inst.
Indian (Luzon) 20th inst.
American (Siberia) 1st prox.
American (China) 3rd prox.
American (Manchuria) 8th prox.
The s.s. *Welsh Prince* from New York, is due here to-morrow morning.
The P. & A. S. Co.'s s.s. *Heathcote*, from Portland, is due to arrive at this port on 29th inst., at noon.
The S. S. Co.'s s.s. *Empress of China*, which left here on 25th inst., arrived at New York on 24th inst.
The P. & A. S. Co.'s s.s. *Siberia* is due to arrive at Hongkong, on 28th inst., she is due to arrive on 29th prox., at noon.
The O. S. S. Co.'s *Tacoma* from Manila, left Tacoma for this port via Japan and Manila on 23rd inst., and is expected to arrive here on 30th prox.
The O. P. R. Co.'s s.s. *Empress of India* arrived at Kobe at 6.30 p.m. on 22nd inst., and leaves again at noon on Saturday, for Yokohama, where she is due to arrive at 2 p.m. on 24th inst.
The O. P. R. Co.'s s.s. *Empress of Japan* arrived at Shanghai at midnight on 24th inst., and leaves again at 10 a.m. yesterday, for Hongkong, where she is due to arrive at 8 a.m. on 28th inst.
The P. & A. S. Co.'s s.s. *China*, from San Francisco, arrived at Yokohama on 24th inst., and will be dispatched for this port en route to Hongkong on 25th inst., she is due to arrive on 29th prox.

COMMERCIAL.

TO-DAY'S EXCHANGE.	
Selling.	
London—Bank T.T.	1/9 1/2
Do. Demand	1/9 1/2
Do. 4 months sight	1/9 1/2
France—Bank T.T.	2/3 1/2
America—Bank T.T.	43 1/2
Germany—Bank T.T.	1/8 1/2
India—Bank T.T.	1/8 1/2
Japan—Bank T.T.	1/8 1/2
Spain—Bank T.T.	1/8 1/2
Italy—Bank T.T.	1/8 1/2
Sweden—Bank T.T.	1/8 1/2
Norway—Bank T.T.	1/8 1/2
Denmark—Bank T.T.	1/8 1/2
Belgium—Bank T.T.	1/8 1/2
Holland—Bank T.T.	1/8 1/2
Portugal—Bank T.T.	1/8 1/2
Greece—Bank T.T.	1/8 1/2
Turkey—Bank T.T.	1/8 1/2
Russia—Bank T.T.	1/8 1/2
Poland—Bank T.T.	1/8 1/2
Czechoslovakia—Bank T.T.	1/8 1/2
Slovakia—Bank T.T.	1/8 1/2
Hungary—Bank T.T.	1/8 1/2
Romania—Bank T.T.	1/8 1/2
Bulgaria—Bank T.T.	1/8 1/2
Serbia—Bank T.T.	1/8 1/2
Croatia—Bank T.T.	1/8 1/2
Slovenia—Bank T.T.	1/8 1/2
Montenegro—Bank T.T.	1/8 1/2
Albania—Bank T.T.	1/8 1/2
Macedonia—Bank T.T.	1/8 1/2
Bosnia—Bank T.T.	1/8 1/2
Herzegovina—Bank T.T.	1/8 1/2
Sandwich Islands—Bank T.T.	1/8 1/2
Aden—Bank T.T.	1/8 1/2
Calcutta—Bank T.T.	1/8 1/2
Bombay—Bank T.T.	1/8 1/2
Madras—Bank T.T.	1/8 1/2
Canton—Bank T.T.	1/8 1/2
Hankow—Bank T.T.	1/8 1/2
Shanghai—Bank T.T.	1/8 1/2
Tientsin—Bank T.T.	1/8 1/2
Peking—Bank T.T.	1/8 1/2
Harbin—Bank T.T.	1/8 1/2
Manchuria—Bank T.T.	1/8 1/2
Yokohama—Bank T.T.	1/8 1/2
Kobe—Bank T.T.	1/8 1/2
Osaka—Bank T.T.	1/8 1/2
Kyoto—Bank T.T.	1/8 1/2
Edo—Bank T.T.	1/8 1/2
Yokohama—Bank T.T.	1/8 1/2
Kobe—Bank T.T.	1/8 1/2
Osaka—Bank T.T.	1/8 1/2
Kyoto—Bank T.T.	1/8 1/2
Edo—Bank T.T.	1/8 1/2

THE WEATHER.

On the 26th at 12 of p.m.—The barometer has a tendency to fall over the Loochons. It has risen elsewhere, moderately at the Bonins and slightly at the other stations.
The depression over the Pacific appears to be situated between the Bonins and the Loochons and to be moving towards N.W.
Pressure remains high over N.E. Japan and relatively low over N. China.
Light or moderate variable winds may be expected in the Formosa Channel and light W. winds along the S. coast of China.
Hanging Rainfall for the 24 hours ending 10 a.m. to-day, 0.00 inches.
FORECAST.
1.—Hongkong and neighbourhood, W. winds, light, fine.
2.—Formosa Channel, Variable winds, light or moderate.
3.—South coast of China between Hongkong and Loochons Same as No. 1.
4.—South coast of China between Hongkong and Taiwan, Same as No. 1.

DEPARTURES.

Ship	Company	Destination	Time
Amiral Hamelin	Fr. 3. 28. 18	Gloria	15th July
Singapore 17th July	Gen. 1. 20. 18	McKay	15th July
Cadillac	Br. 2. 3. 30	McKay	15th July
New York and May Petroleum—Standard Oil Co.			
Changsha	Br. 2. 1. 46	E. Finlayson	21st July
Australia via Philippines 20th July	Gen. and Frigate—B. & S.		
Devonport	Ger. 2. 1. 10	F. Rohwaldt	18th July
Bangkok 12th July	Rice and Meal		
B. & S.			
Drafer	Nor. 2. 1. 10	A. Anson	21st July
Bangkok 18th July	Gen. S. S. N.		
Glenferris	Br. 2. 3. 30	W. L. Hartnell	12th July
Mausanillo (Mexico) 15th July	Ballast—T. & Co.		
Helena	Gen. 2. 7. 7	H. Bendixen	21st July
Touane 15th July	Holbow 24th July		
J. & Co.			
Hikosan Maru	Jan. 2. 3. 30	Yamamoto	23rd July
Ville 17th July	Gen. M. B. K.		
Hue	Fr. 2. 7. 2	Pailler	8th May
Haiphong 5th May	Gen. M. & Co.		
Hunan	Br. 2. 1. 14	Benson	5th July
Hongay 3rd July	Gen. B. & S.		
Linan	Br. 2. 1. 10	Williams	24th July
Canton 13th July	Gen. B. & S.		
Minnesota	Am. 2. 1. 12	Garlich	22nd July
Seattle and Manila 20th June	Gen. N. Y. & Co.		
Monteagle	Br. 2. 1. 10	W. Dixon	20th July
Vancouver via Japan 28th June	Lumber and Gen. C. F. R. Co.		
Nippon Maru	Jan. 2. 3. 30	H. S. Smith	19th June
San Francisco 21st June	Mails and Gen. T. K. K.		
Onsang	Br. 2. 1. 10	E. J. Butler	19th July
Hongay 17th July	Gen. M. & Co.		
Paklat	Ger. 2. 1. 10	E. G. G. G. G.	18th July
Bangkok and Swatow 17th July	Rice—B. & S.		
Perla	Aut. 2. 1. 10	P. G. G. G. G.	21st July
Kobe 11th July	Gen. S. W. & Co.		
Pompey	Am. 2. 1. 10	James D. Linnet	16th July
Cavite 12th July	Gen. American Government		
Phraung	Ger. 2. 1. 10	Fr. von Mangelsdorf	20th July
Bangkok 14th July	Rice—B. & S.		
Quinta	Ger. 2. 1. 10	Schlesinger	23rd July
Bangkok via Swatow 15th July	Rice—S. & Co.		
Rajahmundry	Ger. 2. 1. 10	Bremer	22nd July
Bangkok and Swatow 21st July	Rice—M. & Co.		
Rubi	Br. 2. 1. 10	G. Rodger	25th July
Manila 23rd July	Gen. T. & Co.		
Sabine Rickmers	Aut. 2. 1. 10	P. Fries	23rd July
Newchwang 15th July	Gen. A. P. & Co.		
Suena	Br. 2. 1. 10	Kinghorn	25th July
New York 26th May	Petroleum—S. O. Co.		
Tjilini	Aut. 2. 1. 10	H. Koope	24th July
Macassar 15th July	Gen. M. B. K.		
Vladivostok	Br. 2. 1. 10	McDonald	21st July
Manila 15th July	Gen. M. B. K.		
Wuhu	Br. 2. 1. 10	F. Tucker	25th July
Haiphong 23rd July	Gen. B. & S.		
Yuenyang	Br. 2. 1. 10	P. J. Rolfe	25th July
Manila 21st July	Hemp and Gen. J. M. & Co.		

ARRIVALS.

Ship	Company	From	Time
Amiral Hamelin	Fr. 3. 28. 18	Gloria	15th July
Singapore 17th July	Gen. 1. 20. 18	McKay	15th July
Cadillac	Br. 2. 3. 30	McKay	15th July
New York and May Petroleum—Standard Oil Co.			
Changsha	Br. 2. 1. 46	E. Finlayson	21st July
Australia via Philippines 20th July	Gen. and Frigate—B. & S.		
Devonport	Ger. 2. 1. 10	F. Rohwaldt	18th July
Bangkok 12th July	Rice and Meal		
B. & S.			
Drafer	Nor. 2. 1. 10	A. Anson	21st July
Bangkok 18th July	Gen. S. S. N.		
Glenferris	Br. 2. 3. 30	W. L. Hartnell	12th July
Mausanillo (Mexico) 15th July	Ballast—T. & Co.		
Helena	Gen. 2. 7. 7	H. Bendixen	21st July
Touane 15th July	Holbow 24th July		
J. & Co.			
Hikosan Maru	Jan. 2. 3. 30	Yamamoto	23rd July
Ville 17th July	Gen. M. B. K.		
Hue	Fr. 2. 7. 2	Pailler	8th May
Haiphong 5th May	Gen. M. & Co.		
Hunan	Br. 2. 1. 14	Benson	5th July
Hongay 3rd July	Gen. B. & S.		
Linan	Br. 2. 1. 10	Williams	24th July
Canton 13th July	Gen. B. & S.		
Minnesota	Am. 2. 1. 12	Garlich	22nd July
Seattle and Manila 20th June	Gen. N. Y. & Co.		
Monteagle	Br. 2. 1. 10	W. Dixon	20th July
Vancouver via Japan 28th June	Lumber and Gen. C. F. R. Co.		
Nippon Maru	Jan. 2. 3. 30	H. S. Smith	19th June
San Francisco 21st June	Mails and Gen. T. K. K.		
Onsang	Br. 2. 1. 10	E. J. Butler	19th July
Hongay 17th July	Gen. M. & Co.		
Paklat	Ger. 2. 1. 10	E. G. G. G. G.	18th July
Bangkok and Swatow 17th July	Rice—B. & S.		
Perla	Aut. 2. 1. 10	P. G. G. G. G.	21st July
Kobe 11th July	Gen. S. W. & Co.		
Pompey	Am. 2. 1. 10	James D. Linnet	16th July
Cavite 12th July	Gen. American Government		
Phraung	Ger. 2. 1. 10	Fr. von Mangelsdorf	20th July
Bangkok 14th July	Rice—B. & S.		
Quinta	Ger. 2. 1. 10	Schlesinger	23rd July
Bangkok via Swatow 15th July	Rice—S. & Co.		
Rajahmundry	Ger. 2. 1. 10	Bremer	22nd July
Bangkok and Swatow 21st July	Rice—M. & Co.		
Rubi	Br. 2. 1. 10	G. Rodger	25th July
Manila 23rd July	Gen. T. & Co.		
Sabine Rickmers	Aut. 2. 1. 10	P. Fries	23rd July
Newchwang 15th July	Gen. A. P. & Co.		
Suena	Br. 2. 1. 10	Kinghorn	25th July
New York 26th May	Petroleum—S. O. Co.		
Tjilini	Aut. 2. 1. 10	H. Koope	24th July
Macassar 15th July	Gen. M. B. K.		
Vladivostok	Br. 2. 1. 10	McDonald	21st July
Manila 15th July	Gen. M. B. K.		
Wuhu	Br. 2. 1. 10	F. Tucker	25th July
Haiphong 23rd July	Gen. B. & S.		
Yuenyang	Br. 2. 1. 10	P. J. Rolfe	25th July
Manila 21st July	Hemp and Gen. J. M. & Co.		

VAPOR IN PORT.

Ship	Company	From	Time
Amiral Hamelin	Fr. 3. 28. 18	Gloria	15th July
Singapore 17th July	Gen. 1. 20. 18	McKay	

SHARE QUOTATIONS.

Supplied by Messrs. L. S. Kadoorie & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND.	RETURN AT PREV. QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT			
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ £1,500,000 \$1,500,000 \$1,500,000	\$222,888	£2.5/- for half year ending 31.12.09 @ ex 1/9 = \$15.11	5 %	\$50 buyers \$49 10/-
National Bank of China, Limited.....	99,925	£7	£6	{ £4,000 \$90,000	\$30,552	\$2 (London 3/6) for 1909	...	\$76 buyers.
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$244,183 \$204,792 \$181,000 Tls. 225,000 Tls. 213,852 Tls. 160,180 \$1,000,000	none	\$10 for 1908.....	6 %	175 sellers
North China Insurance Company, Limited	10,000	£15	£5	{ Tls. 225,000 Tls. 213,852 Tls. 160,180 \$1,000,000	Tls. 207,573	Final of 7/6 making 15/- for 1908	5 %	Tls. 115
Union Insurance Society of Canton Limited	12,400	\$250	\$100	{ £1,500,000 \$244,183 \$204,792 \$181,000 Tls. 225,000 Tls. 213,852 Tls. 160,180 \$1,000,000	\$287,984	{ Final of \$20 per share, making in all \$50 per share for 1908 and an interim divid- end of \$30 per share for 1909	6 %	\$850 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$50	{ \$1,000,000 \$244,183 \$204,792 \$181,000	\$709,687	{ \$12 for year ending 31.12.08 and interim of \$3 on account of 1909	7 %	\$200 buyers
FIRE INSURANCE.								
China Fire Insurance Company, Limited	20,000	\$100	\$30	{ \$1,000,000 \$244,183 \$204,792 \$181,000	\$438,406	\$5 and bonus \$2 for 1908.....	7 %	\$112 sellers
Hongkong Fire Insurance Company, Limited....	8,000	\$250	\$50	{ \$1,400,000 \$244,183 \$204,792 \$181,000	\$426,218	\$27 for 1908	8 %	\$350 sellers
SHIPPING.								
China and Manila Steamship Company, Limited...	30,000	\$25	\$25	{ \$57,743 \$250,000 \$100,000 \$250,000 \$250,000 \$250,000 \$250,000 \$250,000 \$250,000 \$250,000	Dr. \$2,777	\$12 for 1906	...	\$7 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000	Nil.	\$4 for year ending 30.6.1908	...	\$28 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd	80,000	\$15	\$15	{ \$250,000 \$250,000 \$250,000 \$250,000 \$250,000 \$250,000 \$250,000 \$250,000 \$250,000 \$250,000	\$20,766	Final of \$12 for account 1910	8 %	\$324 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred) Do. (Deferred)	60,000 60,000	£5 £5	£5 £5	{ £138,100 £138,100 £138,100 £138,100 £138,100 £138,100 £138,100 £138,100 £138,100 £138,100	£13,755	{ 6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$3.254 3rd in. of 3/- per sh. (comp. No. 12) making in all 4/- for 1908 & interim of 1/- for ac. '09	...	\$65
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	{ £1,000,000 £1,000,000 £1,000,000 £1,000,000 £1,000,000 £1,000,000 £1,000,000 £1,000,000 £1,000,000 £1,000,000	£192,994	{ A dividend of 7 % for yr. ending 30.4. 1910 A bonus of 5 %	5 % 5 % 4 1/2 %	95/- buyers \$24 sellers \$13 sellers
"Star" Ferry Company, Limited	10,000 10,000	\$10 \$10	\$10 \$5	{ \$71,850 \$69,031	\$1,150			
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$200,000 \$80,620	Dr. \$8,000	\$10 per share for 1909	6 %	\$168 nominal
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$700,000 \$100,000	Dr. \$15,892	\$3 for 1897	...	\$25 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 100,000	Tls. 6,000	Tls. 10 for year ending 31.8.09	...	Tls. 800 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.....	1,000,000	£1	£1	{ £15,000 £14,350	£1,435	Final of 1/6 making 3/- for 1909	9 %	Tls. 16 buyers
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	{ none none	none	First year	...	Pa. 12
Raub Australian Gold Mining Company, Limited {	150,000 50,000	18/10 18/10	18/10 18/10	{ £4 1/2 none none	none none none	\$1 per share 19th dividend	5 %	\$7 41/-
Oriental Consolidated Mining Co., Ltd	500,000	G 5/10	G 5/10	{ none none	none none	Final of Gold \$0.65 for 1909 in all G \$1.15...	...	\$10
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$25,275	Dr. \$8,460	\$1.75 for year ending 31.12.08	...	\$10
Hongkong & Kowloon Wharf and Godown Co., Ltd...	60,000	\$50	\$50	{ \$500,000 \$19,993 \$10,000 \$38,444	\$264,847	\$24 for 1909	4 1/2 %	\$55 sellers
Hongkong and Whampoa Dock Company, Ltd	50,000	\$50	\$50	{ \$250,000 \$221,000	\$122,765	Interim of \$14 for account 1909	...	\$50
Shanghai Dock and Engineering Co., Ltd.....	55,700	Tls. 100	Tls. 100	{ Tls. 5,000,000 Tls. 6,261	Tls. 6,261	Final of Tls. 3 making Tls. 6 to all for 1910	6 1/2 %	Tls. 77
Shanghai and Hongkew Wharf Company, Limited...	26,000	Tls. 100	Tls. 100	{ Tls. 5,000,000 Tls. 115,000	Tls. 9,222	Final of Tls. 4 making Tls. 7 for 1909	7 %	Tls. 119
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 15,000 Tls. 4,814	Tls. 4,814	Tls. 6 for year ending 30.12.09	8 1/2 %	Tls. 102 sellers
Central Stores, Limited	50,123	\$15	\$15	{ \$15,000 \$4,041	\$24,041	\$1.20 on old and 60 cents on first new issue. (\$2.00 on old shares and 1.50 on new shares)	8 %	\$16 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$100,000 \$2,277	\$2,277	for half year ending 31.12.09	2 %	\$104
Hongkong Land Investment and Agency Co., Ltd.	8,000	\$50	\$50	{ \$100,000 \$27,911	\$27,911	Final of \$1 making 3/- for year end. 31.12.09	7 %	\$101 buyers
Humphreys Estate & Finance Company, Limited ..	150,000	\$10	\$10	{ \$150,000 \$25,545	\$5,474	45 cents for 1909	6 %	\$82 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ none \$20	\$20	\$24 for 1909	8 1/2 %	\$32 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,525,045 Tls. 30,000	Tls. 6,000	Interim of Tls. 3 for 1910	6 1/2 %	Tls. 209 ex. div.
West Point Building Company, Limited	12,500	\$50	\$50	{ none \$1,058	\$1,058	Final of \$1.80 making in all 3.80 per share for 1909	8 1/2 %	\$39 buyers
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd...	20,000	Tls. 50	Tls. 50	{ Tls. 10,000 Tls. 40,098	Tls. 10,098	Tls. 12 for year ending 31.10.09	8 1/2 %	Tls. 122 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$20,000 \$9,551	\$9,551	50 cents for year ending 31.7.08	8 %	\$41 sales
International Cotton Manufacturing Company, Ltd...	10,000	Tls. 75	Tls. 75	{ Tls. 175,000 Tls. 8,372	Tls. 8,372	Tls. 7 1/2 for year ending 30.9.09	12 %	Tls. 574
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none Tls. 4,829	Tls. 4,829	Tls. 6 for 1909	7 %	Tls. 70
Say Chee Cotton Spinning Company, Limited.....	2,000	Tls. 500	Tls. 500	{ Tls. 2,178	Tls. 2,178	Tls. 25 for 1909	10 %	Tls. 240
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,004	12/6	12/6	{ £1,500 \$40,000	\$648	15 % per share for 1908	...	\$10 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$12,000 \$40,000	Nil.	60 cents for 1909	6 %	\$9
China Light and Power Company, Limited	50,000	\$5	\$5	{ none \$62,128	\$62,128	10 cents for year ended 28.2.06	...	\$1.40 sellers
Do. Do. (Special shares)	50,000	\$5	\$5	{ none \$2,602	\$2,602	80 cents for 1909	9 %	\$82 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ \$100,000 \$1,000	\$1,000	\$1.20 for year ending 31.7.09	6 1/2 %	\$19 b. & 19 1/2 sa.
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	{ \$1,000 \$1,000	\$2,390	Final of 40 cents making in all 75 cents per share for 1909	10 %	\$68 sellers
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$5,000 \$670	\$670	14 per cent. vtz. \$1.40 for 1909	12 %	\$14 buyers
H. Price & Company, Limited	120,000	\$10	\$10	{ none \$14,798	\$14,798	A dividend of \$1.20 per share and a bonus of 10 cents	6 %	\$20 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ \$150,000 \$7,615	\$7,615	Final of \$8 for 1909	6 %	\$15 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$40,000 \$9,176	\$9,176	Final of \$1 making in all \$2 for 1909	9 %	\$21 buyers
Hongkong Rope Manufacturing Company, Ltd	60,000	\$10	\$10	{ Tls. 547,500 Tls. 125,682	Tls. 125,682	2nd interim dividend of Tls. 12 for 1909	5 %	Tls. 1,420 s.
Matichappi, of Mijon, Bosch-en Landbouwer- plaat in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ \$20,000 \$3,014	\$3,014	80 cents on fully paid shares and 8 cents on 1/2 paid shares for year ending 30.4.10	5 1/2 %	\$14 sellers
Peak Tramways Company, Limited	25,000	\$10	\$10	{ none \$18,540	\$18,540	None	5 %	\$16.60 sellers
Peak Tramway Company (new)	50,000	\$10	\$10	{ none \$18,540	\$18,540	None	5 %	\$10
Philippine Company, Limited	75,000	\$10	\$10	{ Tls. 14,510 Tls. 75,000	Tls. 5,450	Final Tls. 5 making Tls. 8 for 1908	2 %	Tls. 185 sales
Shanghai-Sanai Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 15,500 Benefit shares 1,500	none	First year	...	\$10 sellers
Societe des Papiers et Papeteries du Tonkin.....	125,000	50	25	{ none none	none	None	...	\$800 Hong currency
South China Morning Post, Limited	6,000	\$25	\$25	{ none \$127,56	Dr. \$127,56	None	...	\$26 buyers
Steam Laundry Company, Limited	20,000	\$25	\$25	{ none \$10,000	none	10 % for year ending 31st May 1910	12 %	\$5 buyers
Union Waterboat Company, Limited	50,000	\$10	\$10	{ \$40,000 \$4,000	\$4,000	60 cents for year ending 31.12.08	8 %	\$7
United Asbestos Oriental Agency, Limited	20,000	\$10	\$5	{ none \$1,041	\$1,041	60 cents per ord. share for year ending 31.5.09	5 %	\$124 sellers
Watkins Limited	10,000	\$10	\$10	{ none \$2,012	\$2,012	25 cents for 1909	11 %	\$3 sellers ex div.
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	{ \$900,000 \$5,000	\$5,000	None	...	\$64 buyers
William Powell, Limited	15,000	\$7	none	{ none	\$782	None	...	\$21 sellers

Intimations

COMPANIA GENERAL DE TABACOS

DE FILIPINAS

ESTABLISHED IN 1882. CAPITAL \$1,000,000.



"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

SPECIAL BRANDS:

Pigtails, Vegueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETO & CO.,

AGENTS.

Denmarks Pride



HEYMANS BUTTER

SIEMSEN & CO., Sole Agents.

49

Hotels

RE-OPENED! RE-OPENED!!

BELLE VIEW HOTEL.

Telephone No. 507.

TO-DAY! TO-DAY!! TO-DAY!!!

7th July, 1910.

UNDER entirely New Management. This popular Seaside Resort has been completely reorganised and re-staffed and special arrangements made for the comfort of guests.

MEALS, AFTERNOON TEAS.

ICES! ICES! ICES!!!

Served at all hours either in the Dining Rooms or on the spacious and Shady Lawn or Verandah.

Only best Brands of Liquors stocked. Residence Rates on application. All cordially welcome.

W. GALLAGHER, Manager.

Hongkong, 7th July, 1910.

VIENNA CAFE COMPANY (1910)

LIMITED (RE-CONSTRUCTED).

QUEEN'S ROAD CENTRAL, OPPOSITE POST OFFICE.

A FIRST CLASS RESTAURANT

(TABLE D'HOTE OR A LA CARTE).

Afternoon Teas, Ices, Light Refreshments.

Specially selected Brands of Wines, Spirits, Beers, etc.

An extensive modern Bakery.

A French Chef.

Hongkong and July, 1910.

Intimations

A. TOO STABLE.

LEIGHTON HILL ROAD, (next to No. 1, Police Station).

HAS established a SHOEING FORGE at Leighton Hill Road where Horses and Ponies can be shod by EXPERIENCED SHANGHAI FARRIERS by arrangement. Shoeing of Horses and Ponies also undertaken at Kowloon on receipt of Owners' instructions.

FEES: At the Stables or anywhere in Hongkong, \$2 per animal. At Kowloon, \$1 per animal. A TOO STABLE, Leighton Hill Road, Hongkong, 2nd March, 1910.

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE

IN D'ARQUES STREET

HONGKONG

Hongkong, 2nd November, 1910.